

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

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## American Railroad Journal.

New York, Saturday, January 30, 1864.

### Working Steam Expansively.—Our Steam Navy.

There is no one subject which this JOURNAL includes within its sphere of observation or comment, of more importance than Navigation; for though at first sight it would appear as if railroad transportation was more particularly within our province of inquiry, yet they are both closely allied in purpose and results, and both owe their perfection to the use of steam: on land in the locomotive, on the ocean with the screw, or paddle.

When the prosperity of our Country in peace, and its security and glory in time of war, depend so much upon fast steamers, well handled and in full activity, certainly the consideration of their essentials for success, may be taken up by us with great propriety. And it so happens, particularly as at this very moment, the Country is startled with inquiries coming thick and fast upon us as to what really is the effective condition of our Navy. It is well known that the head of the Department has come, neither by education; experience, study nor intellectual superiority, to his most responsible position. And it unluckily has

been the practice with former administrations to appoint political friends to this Department without regard to their real fitness for the place. Mr. Welles, of all those who have filled it, seems to have been least familiar with the details which constitute its principal elements of usefulness and success. Of course he was compelled to trust himself, blindly perhaps, to the direction of others; and consequently, if his administration were even brilliant, he was entitled to whatever credit he could obtain only by reflection and at second hand. If it shall appear that he had placed himself in the hands of men who knew little more than himself, the Country has suffered wrongfully, and has a right to complain. We all perceive that an enormous National debt owes much of its proportions to the cost of our Navy, and that one hundred and forty millions of dollars additional are proposed to be added to its previous expenditures. It is also a fact that four steamers of the Confederates have done enormous mischief on the Ocean to our commerce, and have escaped capture; and though we have in all six hundred vessels in our Navy, we have not been able to establish a perfect blockade, though one sufficiently vigorous to bring it within inter-national law, or effectually to close the ports of Mobile and Wilmington. New Orleans, Metamoras, and Savannah are no longer ports accessible to blockade runners, chiefly because our land forces have there established themselves. The Navy it is true has made many captures, whenever the enemy came within reach of its guns; but when he has chosen to keep out of our way, he has escaped without much difficulty. The captures made, amount to more than a thousand in number; but it will be found after all, that the Army has done its full share of this work. Those captured in the Mississippi and its tributaries, as well as in the rivers emptying into the Atlantic, have been often the result of the expeditionary movements of our own land forces.

With regard to the action of our steamers on the ocean, it is certain that hundreds of times our cruisers have been within a few hours' steaming of the Alabama and Florida, have been in fact in port with one or the other of them frequently, and yet they have not succeeded in destroying them. The people of this Country wish to know the reason. The owners of our commercial steamers

have long professed to know it. Our Chambers of Commerce have again and again given their opinions on the subject, the Press has been nearly unanimous in its verdict, and yet the system which created all this anxiety has apparently been beyond the reach of practical reform. It is indeed one of the chief faults of our Country that men in power are, for the time being, dead to the feeling of their responsibility to their constituents. At least, however, one fearless man has compelled even the Department of the Navy to come down from its quarter deck to repel boarders. A hand to hand trial is going on, committees are appointed in Congress to investigate our naval affairs, the appropriations asked for are reduced about forty millions, and the Secretary has actually proposed a race between one of his best appointed steamers, the Eutaw, constructed after his own preferences, and any vessel in the commercial service, of private origin; and the challenge has been accepted by the owners of the *Kin Kiang*. We see a dilemma for the Secretary, however, of no pleasing character; for if there be faster vessels in our Navy than there are out of it, then why have they not been employed to hunt up and destroy the rebel cruisers. If it shall turn out that these pet steamers of the department can be easily beaten by ordinary commercial craft, then it would appear to be a consequence, that the system of the Secretary has been at fault, that his chief Engineers are not to be relied upon, and that the Naval assistants of the Secretary are not much wiser than himself.

The material point at issue appears to be, whether the engines of our Government vessels are constructed upon correct principles, and whether what is termed the application of the expansive power of steam has been properly estimated, or ignored in their construction. It is understood that Mr. Isherwood, to whom the country is indebted for the discovery that there is no gain in the expansion, is "the power behind the throne greater than the throne itself." He therefore builds his engines with nominally low pressure and condensing engines, but in fact high pressure; and to get speed, uses enormous boilers, large quantities of fuel, and massive machinery. It is alleged that his vessels can neither carry coal, armament, or crew enough without overload-

ing them, and actually destroying their buoyancy so much, as to neutralize their theoretical speed. This is the point which is to be settled by the proposed experimental race from Norfolk to New York.

We may here allude to some of the anxieties which are adopted in all elementary works of authority on steam. We quote from BOURNE a simple statement, and he is one of the latest and best writers with a practical purpose. "The efficacy of a given quantity of steam is more than doubled by expanding the steam four times." It is admitted that the efficacy of the stroke is made nearly one half less, but this is overcome by a most philosophical arrangement, viz: by making the cylinder larger and the piston to move faster in the proportion in which the expansion is carried out. To realize the largest amount of benefit the cylinder should be enclosed in a steam jacket, and effectually protected from refrigeration. In practice the greatest success has followed the adoption of the principle, and Mr. Dickerson, who has a very clear and logical mind, has given one explanation in relation to it which seems to have been overlooked in most of the treatises we have studied. A full head or pressure of steam in the cylinder requires more time to condense, puts the air pump to greater stress to supply and remove the condensed water, it meets with a back pressure from the condenser to a considerable amount, which reduces the effective moving power in the engine applied to the vessel. But we will let Mr. Dickerson speak for himself. In one of the notes attached to his pamphlet, which we have already quoted from largely, he says:

"Now a steam engine is like a water wheel in another particular—it is troubled by *back water*, that is, by back pressure steam, or steam which is in the condenser, and which resists the piston in its motion through the cylinder—just as the back water in a tail race piles up on a water wheel and resists its motion, if too much water is poured over the wheel. And there is a point where an increase of steam in the cylinder, or of water on the wheel, will cease to produce power, and only cost steam or water for nothing. In a steam engine as generally organized—that is, with the usual condensing capacity, or tail race (to carry out the illustration,) that point is about half stroke, beyond which steam gives no power, and is wasted.

"A few figures and the accompanying diagram will make this plain. Suppose an engine to be running with a boiler pressure of forty pounds to the inch—that is, twenty-five pounds above the atmosphere; and suppose the back or condenser pressure to be five pounds, which Isherwood assumes in his tables, and which is correct enough for full stroke engines, although too much for expansion; and suppose that engine to be run, first, with the cut-off closing at half stroke, and then with the steam valve open to the end of the stroke, so as to give full pressure to the piston all the way to the end. Now that engine will use just *twice as much steam* and fuel in the latter case as the former, and do no more work. To show that, a comparison must be made between the powers produced in the two cases. In the first case—that of half stroke—the piston will be pushed down half way, with the pressure of forty pounds to the inch, and then no more steam is taken; but the steam then in the cylinder will still drive the piston to the end of the stroke with a diminishing pressure, whose average will be twenty-eight pounds to the inch during the second half of the stroke; and consequently the average of the whole stroke will be thirty-four pounds to the inch; or the effect will be the same as if the piston had a pressure of thirty-four

pounds to the inch, from end to end. But when the exhaust valve opens to let out the steam into the condenser, its pressure is only twenty pounds to the inch, and its temperature has fallen in the proper ratio; so that it is condensed rapidly and got out of the way of the returning piston—just as the water which falls out of the water wheel into an open tail-race, runs off with little resistance to the wheel.

In all the replies to Mr. Dickerson, which his opinions have called forth, we have seen no attempt to confute these propositions, and we do not think they can be confuted. And if not, then the Secretary of the Navy is to blame for his pertinacity in adhering to his *high pressure condensing engines*, if we may be allowed such an expression. Again: The expansive power of the steam gained, is *pro tanto* an absolute gain "without any expenditure of steam or fuel whatever." This is the economical view of the principle, which has been ignored by the Navy Department.

We look forward to the coming race with interest from public motives only. It is time we came to some conclusion as to the proper construction of our steamers and their engines. Our countrymen are not behind any people in the world in invention, or mechanical ingenuity. Our country is the home of the practical arts. From our shores all the best saving labor machines in the world have gone forth. Our tools for manufacturing them are the most curious and perfect. It is hardly possible to name a useful article made of wood or metal which is not of American origin, or improved upon by American skill. In ship building, in the construction of steam engines, whether for land or ocean service we have no superiors. Even now our new traction engines are travelling all over the roads of the island of Jamaica. Our mechanics in steam, like the steam they operate in, expand as they work into engineers and artists, just as our common soldiers in the army become the best historians of the scenes in which they are actors. Of no other similar classes of men in any other part of the world can this be said. Let us then have the best steam navy in the world, and let us regard those persons with esteem, and reward them with honor, who at this very crisis of our naval progress step in and tell us of our mistakes. We have hitherto built the fastest sailing vessels and steamers. The Russians and Italians come here for their finest ships, and is it not disgraceful to us, that our own navy should prove the slowest in the world, and that out of six hundred vessels of war, we cannot find any fast enough to overtake the freebooters who have driven our commerce from the ocean.

#### Finances of San Francisco.

The following statement of the indebtedness of the City and County of San Francisco for the fiscal year 1862-'63, is from the report of the Treasurer:

Issued.	Payable.	Annual rates.	Ann. fund.	In circulation.
1851....1871....	10	per cent.	\$50,000	\$1,352,600
1854....1865....	7	"	5,000	42,000
1854....1866....	10	"	16,666	178,500
1855....1875....	6	"	In 1865	329,000
1858....1888....	6	"	In 1867	1,138,500
1860....1870....	10	"	5,000	59,500
1861....1870....	10	"	2,500	20,000
1862....1877....	7	"	In 1866	150,000
1863....1878....	7	"	.....	90,000

Total ..... \$3,355,100

Authority also exists for further issues (under

an act of the Legislature passed April 23, 1863,) viz: to the

Western Pacific R. R. Co., 7 per cents... \$400,000  
Central Pacific R. R. Co., 7 per cents... 600,000

Including the above, and also the city slip settlement bonds, the debt will be as follows:

Present indebtedness ..... \$3,355,100  
San Francisco and San Jose R. R. bonds (issued) ..... 60,000  
City Slip settlement bonds ..... 960,000  
Pacific and Central Railroad bonds.... 1,000,000

Total ..... \$5,375,100

Add to this the balance of judgment debts, less amount provided for by city slip settlement, say \$300,000, and the total indebtedness of the city authorized and in abeyance, at the end of the fiscal year ensuing, will exceed \$5,500,000.

It is to be remembered, however, that the city holds the stock of the San Francisco and San Jose Railroad Company for the \$300,000 subscribed, and that the subscription to the Pacific Railroad Companies was authorized to be made upon similar terms, and as the work progresses.

#### Schuylkill Navigation Company.

The report of the business of the year 1863 shows that the total tonnage amounted to 1,104,935, of which 884,377 tons was anthracite coal. The income of the Company amounted to \$921,756 76. The total expenses were \$765,173 05. Balance carried to the credit of the profit and loss account, \$156,583 71, making the total credits to that account \$229,048 69. The charge against the same is \$57,667 97; balance to the credit of the account, Dec. 25, 1863, \$171,380 72. Deducting from this balance the amount which is receivable in the preferred stock of the Union Canal Company, \$16,308 59, there will remain the sum of \$155,072 13. This sum, however, is liable to increase or diminution on the final settlement of the lateral railroad accounts, and of the account with the Philadelphia and Reading Railroad Company, under the arrangements and agreements hereafter referred to. But it is believed that the final settlement of these accounts will leave such a balance as will justify a dividend of four per cent. on the preferred stock of the Company, and a sufficient margin for any losses, expenses or contingencies incident to the business of the year not yet ascertained or presented.

The report of the Improvement Bonds of 1870, shows a balance outstanding Dec. 25th, 1863, of \$461,000. The account of the Trustees of the Loan for the year 1863, is as follows:

Balance of cash on hand Dec. 25th 1862 \$7,909 00  
Renewal for allowances of five per cent.  
a ton on coal. .... 44,227 80

\$52,226 80

The payments during the same period, \$48,680 97. The total payments on the boat and coal loan of 1855, amounted to \$57,875 11. Amount paid on the boat and car trust of 1863, was \$48,414 44.

The cost of the property held by the trustees stood, Dec. 25th, 1862, at \$233,650 14; boat notes issued in 1863, for new boats, \$245,863; payments in cash for cars and boats, \$26,027 31, making a total of \$505,540 45; amounts paid by boatmen during 1863, \$64,348 21; balance of property held by trustees Dec. 25th, 1863, \$441,192 24; the amount of the boat notes outstanding Dec. 25th, 1863, \$263,263, and the payment of these notes and of the amount advanced by the Company for



the account, viz., \$177,929 24, making in all the sum of \$441,192 24, will be discharged by the proceeds of the sale of the rail and car loan of 1863 to the Mine Hill and Schuylkill Haven Railroad Co. The balance of the contingent fund, Dec. 25th, 1863, amounted to \$137,336 21, of which \$94,658 33 has been invested. Balance not invested, and used by the Company as a temporary loan during the year \$42,677 88.

The navigation was opened for use on the 7th day of March, and business was not interrupted by any accident during the whole year. The report states that the Company has doubtless suffered in tonnage from the want of boats and cars. The scarcity of labor and the delays in unloading the boats, have also tended to limit the working power of the company. The company it stated, needs an increase of steam tugs on the Delaware and Schuylkill and tugs of small capacity for use on some of the large slack water pools.

The number of boats engaged in the anthracite coal trade on the line in the year 1863 averaged about 550. The company contracted for about 162 barges, of which 122 have been delivered; of these 112 are of the largest class, carrying about 180 tons each and 13 are of the burthen of 120 to 140 tons. The remainder of those contracted for will be delivered during the winter, and new contracts for about 120 more, to be built and delivered in 1864, have been made. The report further states that, under existing circumstances, the company can probably so modify and increase the tolls on other articles than coal as to provide for a considerable part of any additional charges, thus sharing with those who furnish the tonnage and who are now receiving large prices, a part of their increased gains.

In January last negotiations were opened between the Philadelphia and Reading Railroad Company, the Mine Hill and Schuylkill Haven Railroad Company and the Schuylkill Navigation Company, have for their object a more perfect union and harmony of action between said Companies, for the protection and development of the coal trade of Schuylkill county, and securing its transportation to the great markets of consumption by the works of the Schuylkill Navigation and Philadelphia and Reading Railroad Companies.

To this end, it became necessary, first, to suspend the construction of the Schuylkill Haven and Lehigh River Railroad; second, to purchase or hold on permanent lease, the Mine Hill and Schuylkill Haven Railroad, and third, to provide for such reasonable division of the coal tonnage between the Navigation and Railroad Company as would afford proper compensation for the capital invested in the two works, and for the great advantages they afford to both producers and consumers of anthracite coal.

After a thorough examination of the whole subject, and numerous and earnest consultations to arrive at a right basis of settlement, it was finally agreed to.

First. That the existing agreement between the Schuylkill Navigation Company and the Mine Hill and Schuylkill Haven Railroad Company should be cancelled and terminated.

Second. That the Schuylkill Haven and Lehigh River Railroad Company should be consolidated with and be merged into the Mine Hill and Schuylkill Haven Railroad Company, and the work on the former road be suspended and the contract for it be cancelled.

Third. That a lease of the consolidated Mine Hill and Schuylkill Haven Railroad for 999 years should be made to the Philadelphia and Reading Railroad Company at a rent equal to 8 per cent. per annum, on a capital of \$3,700,000.

Fourth. That the Schuylkill Navigation Company should agree to receive part of the money (to wit, \$600,000) paid in as capital stock of the Schuylkill Haven and Lehigh River Railroad Company, and give in exchange for it \$800,000 of the six per cent. boat and car loan of the year 1863, which would make the payment to the Mine Hill Company by the Navigation Company the same rate per annum as that given by the Philadelphia and Reading Company in the arrangement.

Fifth. That an agreement should be made between the Schuylkill Navigation Company and the Philadelphia and Reading Railroad Company, under which

1st. On all the railroads and their branches and extensions owned, leased or worked by the said Railroad Company and connecting with the works of the said Navigation Company at Port Carbon, Mount Carbon, Schuylkill Haven and Port Clinton, the cars belonging to said Navigation Company shall have the same facilities of access, laden or unladen, to and from all the mines reached by said railroad, and be transported at the same rates of toll and freight thereon as for the time being may be charged on cars belonging to said Philadelphia and Reading Railroad Company or any other person or party. So that in all respects and during the whole term of each of the leases or agreements relating to said roads, the coal trade thereon shall be on precisely an equal footing in proportion to the transportation offered for both of said Companies.

2d. That equal charges for toll and transportation of coal to way points and tide-water on the Delaware and Schuylkill rivers shall be adopted and charged by each of said companies and that if either shall desire or intend to make drawbacks or allowances on coal to be shipped or forwarded from tide-water of the Delaware or Schuylkill rivers, notices of such desire or intention to make such drawbacks or allowances shall be given to the other party before any arrangement or agreement for making the same has been offered or agreed upon.

3. That accounts of the income and expenses of each of the railroads so owned, leased or worked by said Railroad Company, shall be kept and stated annually, and if at the rates charged thereon for toll and transportation, there shall be either excess or deficiency of net revenue for the payments to be made by said Railroad Company by way of rent, such excess or deficiency shall be shared between the Navigation Company and the Railroad Company in proportion to the tonnage brought on their respective lines from said railroads in each year.

4. In case under these arrangements the coal tonnage intended to be divided between such companies shall not for the period between the first day of April and the fifteenth day of December in each year, be distributed in the ratio of 55 per cent. to the railroad and 45 per cent. to the canal, then the party carrying more than its share shall pay the other 25 cents per ton of its excess. But the arrangement for the computation of such per centages of the trade is to be suspended if between the first of April and the fifteenth of December in any year the line of either company is not in working order, for such time as said line may be out of use; and it is also to be suspended for any year in which the quantity of coal carried under the agreement by the Navigation Company shall reach 1,750,000 tons, but up to that tonnage it is to be in full force on both parties.

5. The accounts under these arrangements are to be made out annually, and settlements and payments made on the first day of March in each year.

These arrangements date from the first day of May, 1863, and the first settlement will be made on the first day of March, 1864.

The total coal business of the two companies for

the ten years ending December 1, 1862, was 80,218,888 tons, of which the railway carried 18,654,237 tons, or about 61 per cent., and the canal 11,564,651 tons, or about 39 per cent., but the railway tonnage is for twelve and the canal for nine months in each year, and the proportion of 55 per cent. while the canal is in use are fairly established by the results of ten years' actual working.

The following resolutions attached to the report of the President, were adopted:

*Resolved*, That the Board of Managers be, and they are hereby authorized to cancel and terminate the agreement made the 31st day of December, 1861, between this Company and the Mine Hill and Schuylkill Haven Railroad Company.

*Resolved*, That the basis of the arrangement between this Company and the Philadelphia and Reading Railroad Company, referred to in the report of the Board of Managers, presented this day, be, and the same is hereby approved of; and that they be and are hereby authorized to perfect the same and to assume the obligations thereof in the name and on behalf of this Company in such formal contract or agreement as may be made therefor.

*Resolved*, That the Board of Managers be, and they are hereby authorized to borrow, for the purpose of purchasing barge, coal-cars, steam tug-boats, and animals, or other motive power for using the same, such sum, not, however, exceeding one million of dollars, in the whole, as they may deem necessary. The certificates for such loan to be issued in such form, for such amounts, payable at such times, and transferable in such manner as the managers may designate. And the same loan to bear such rate of interest and to be negotiated on such terms and conditions as said managers may deem best for the interests of the Company.

*Resolved*, That the Board of Managers be and they are hereby authorized to make changes in the agreement between this Company and the Union Canal Company or to make a new agreement with that Company, if in their judgment such changes or new agreement will be beneficial to this Company.

The following preamble and resolutions, were unanimously adopted:

*Whereas*, it appears from the annual report of the managers, this day presented to the stockholders, that during the last year an agreement has been entered into with the Philadelphia and Reading Railroad Company, which it is believed will greatly increase the prosperity of this, as well as other carrying companies, and,

*Whereas*, the negotiation of the details of the agreement has been the result of much patient labor which devolved chiefly upon our President, Frederick Fraley, who has given much time in completing this highly important arrangement. Therefore,

*Resolved*, That the thanks of the stockholders be and they are hereby cordially tendered to our President, for this renewed evidence of the zeal and fidelity with which he has guarded our interests.

*Resolved*, That more substantially to testify our appreciation of the value of the services thus rendered, the board of managers be and they are hereby authorized to transfer to Frederick Fraley two hundred shares of the preferred stock of this Company, now standing in the name of F. Fraley, President, in trust for the Company.

#### Finances of Utah Territory.

From the Auditor's Report it appears that the assessed valuation of the taxable property of the Territory, is \$5,048 200. From the Treasury at the commencement of the fiscal year ending October 31st, 1863, \$5,439 68. That there was received into the Treasury during the fiscal year, \$32,845 12. That there was disbursed during the fiscal

year \$11,485 87. Leaving in the Treasury at the close of the fiscal year, October 31st, 1863, \$26,799 45.

### A Great Law Case—\$1,500,000 Involved.

Our Canadian friends are having another season of the celebrated case of the Commercial Bank of Canada vs. The Great Western Railway. It was before the Canadian Court of Appeals at Toronto on Tuesday and Wednesday last. It possesses no little interest, and we give a brief history thereof: The Bank claims of the Railroad Company the sum of \$1,500,000, advanced to C. J. Brydges, Managing Director G. W. R., and Thomas Reynolds, Finance Director G. W. R., on account of the Detroit and Milwaukee Railroad. It seems that after the Great Western Company undertook the completion of the Detroit and Milwaukee road, the large sum of money claimed in the suit was advanced by the Commercial Bank to Messrs. Brydges and Reynolds, both being officers of each Company. The Bank alleges that the money was advanced to the Great Western, and on the failure of the Detroit and Milwaukee, demanded the return of their loan from that Company. The latter, however, asserted that the advances were made to the Detroit and Milwaukee, and not to the Great Western Company, and denied all the responsibility. The Bank commenced a suit fixing the sum claimed at \$1,500,000, and the case was first tried at the Kingston (C. W.) Assizes, in May, 1862, and resulted in a verdict for the Bank. In August, 1862, the Great Western obtained from the Court of Queen's Bench a rule nisi calling upon the plaintiffs to show why a non-suit should be entered, on account of the misdirection of the Judge, and the reception of improper evidence. The case was argued before the Court of Queen's Bench and in December a decision was given again in favor of the Bank. The Great Western took an appeal, which came before the Court of Appeals at Toronto on Tuesday and Wednesday as stated. On the bench were President M'Lean of the Court of Appeals; Chief Justice Draper, of the Queen's Bench; Chief Justice Richards, of the Common Pleas; Chancellor Van-koughnet, Vice-Chancellor Estlin, and Hon. Justices Wilson and Morrison, being the chief judicial dignitaries of the province. The case was argued for two days, and the Court reserved its judgment. It is probable that the final decision will not be given until the March term of the Court—*Rochester Democrat Jan. 8.*

### Population of Chicago.

The following is an official statement of the population of Chicago:

1830.....	70	1848.....	20,023
1840.....	4,853	1849.....	23,047
1843.....	7,580	1850.....	29,963
1844.....	10,864	1852.....	38,784
1845.....	12,088	1853.....	60,625
1846.....	14,169	1860.....	110,973
1847.....	16,859	1862.....	138,835

### Pittsburg, Ft. Wayne and Chicago Railway.

The following statement will show the result of the business of this company during the eleven months ending November 30, 1863, viz:

Earnings for eleven months.....	\$4,645,292 15
Excess of joint earnings received by Clev. & Pitts. R. R. Co. per contract.....	67,620 89
	\$4,712,913 04
Less for interest on b'ds. \$709,258 78	
" expenses, viz:	
For improvements, &c. 1,274,433 87	
For transportation.....	2,759,163 06
	4,742,855 21
Deficit.....	\$29,042 17
Add deficit for year ending Dec. 31, 1862.....	183,671 11
Total.....	213,618 28

### Commerce of the Port of New York, for 1863.

Exports from New York to foreign ports during the years 1860, 1861, 1862, and 1863:			
DOMESTIC PRODUCE.			
	1860.	1861.	1862.
January.....	\$3,299,142	\$10,277,925	\$12,053,477
February.....	5,699,387	10,236,820	10,078,101
March.....	6,998,087	10,560,907	8,985,106
April.....	6,638,682	9,235,648	8,002,094
May.....	5,912,190	10,855,709	9,837,693
June.....	8,307,774	10,270,430	14,780,510
July.....	7,525,713	9,552,789	14,050,427
August.....	8,012,814	9,652,301	15,298,073
September.....	9,233,931	9,877,909	14,734,993
October.....	10,067,330	12,904,350	14,476,917
November.....	11,202,701	14,109,763	14,313,561
December.....	10,610,845	13,661,444	14,505,112
Total.....	\$95,468,296	\$131,236,995	\$149,179,591
FOREIGN FREIGHT.			
	1860.	1861.	1862.
January.....	\$324,003	\$399,940	\$27,193
February.....	344,994	137,950	49,066
March.....	286,351	109,270	65,388
April.....	254,742	209,573	56,350
May.....	302,921	180,114	76,971
June.....	200,464	648,482	43,868
July.....	140,949	203,335	1,117,193
August.....	76,083	57,965	417,100
September.....	46,620	30,013	667,987
October.....	94,175	60,988	179,205
November.....	84,167	41,973	45,538
December.....	97,241	79,474	103,489
Total.....	\$2,288,710	\$2,154,947	\$2,833,948
FOREIGN FREIGHT.			
	1860.	1861.	1862.
January.....	\$399,317	\$456,978	\$149,493
February.....	631,439	429,637	208,757
March.....	844,716	839,445	458,917
April.....	482,489	231,784	607,678
May.....	243,270	567,872	753,977
June.....	486,328	903,877	327,561
July.....	232,552	280,866	449,948
August.....	191,270	176,632	256,650
September.....	620,394	264,168	572,572
October.....	394,753	192,196	434,265
November.....	400,218	377,170	284,873
December.....	833,573	494,514	352,902
Total.....	\$5,765,274	\$5,203,959	\$4,901,333
SPECIE BULLION.			
	1860.	1861.	1862.
January.....	\$565,662	\$58,594	\$2,686,274
February.....	977,009	1,102,926	3,776,919
March.....	2,381,803	301,502	2,471,233
April.....	2,936,501	1,411,674	4,034,676
May.....	6,585,936	1,235,000	6,169,636
June.....	8,842,060	1,102,912	9,867,614
July.....	6,563,958	2,110,240	8,007,337
August.....	7,454,813	3,600	3,713,532
September.....	3,785,734	15,756	3,095,919
October.....	2,106,395	15,038	6,707,251
November.....	525,091	48,385	6,213,519
December.....	292,401	693,013	3,673,112
Total.....	\$42,191,171	\$4,236,250	\$59,437,021
TOTAL EXPORTS.			
	1860.	1861.	1862.
January.....	\$3,876,024	\$11,207,737	\$14,888,437
February.....	7,658,679	11,907,233	14,102,843
March.....	10,510,417	11,831,394	12,703,797
April.....	10,370,415	11,094,679	12,703,797
May.....	11,900,317	11,732,505	15,882,097
June.....	17,836,546	12,067,031	20,382,375
July.....	14,463,199	10,028,000	23,684,915
August.....	13,734,980	9,890,448	17,433,701
September.....	13,653,679	10,187,846	19,061,471
October.....	12,662,653	12,797,936	26,797,936
November.....	12,272,177	13,572,482	27,292,436
December.....	11,745,166	16,124,445	18,939,615
Total.....	\$146,683,451	\$142,931,151	\$216,371,843
ENTERED FOR CONSUMPTION.			
	1860.	1861.	1862.
January.....	\$8,178,837	\$6,758,396	\$8,741,227
February.....	7,003,389	7,003,389	7,372,539
March.....	14,163,698	6,700,061	10,312,659
April.....	10,407,966	5,993,809	7,491,120
May.....	10,515,411	2,889,588	6,094,197
June.....	11,870,400	1,828,668	6,328,861
July.....	18,759,905	3,200,663	9,080,210
August.....	13,789,563	10,289,427	10,034,555
September.....	19,664,675	3,359,695	11,800,714
October.....	11,516,139	3,106,288	8,402,554
November.....	10,974,438	3,633,260	11,883,869
December.....	8,528,415	4,614,982	10,325,929
Total.....	\$5,374,246	\$4,342,766	\$6,831,073
SPECIE.			
	1860.	1861.	1862.
January.....	\$229,050	\$7,262,229	\$163,658
February.....	195,175	2,274,067	62,007
March.....	85,094	5,546,406	123,616
April.....	49,186	1,965,001	28,152
May.....	90,060	3,486,812	110,388
June.....	38,272	5,387,153	109,997
July.....	64,351	6,996,198	132,245
August.....	140,760	1,049,552	92,703
September.....	255,695	1,231,012	121,318
October.....	1,083,888	639,328	78,231
November.....	446,799	908,825	78,053
December.....	6,174,041	358,530	103,144
Total.....	\$37,088,413	\$37,088,413	\$1,525,811
FREE GOODS.			
	1860.	1861.	1862.
January.....	\$2,202,638	\$2,825,655	\$2,413,649
February.....	3,173,392	2,312,563	3,381,473
March.....	3,739,241	2,873,697	3,476,604
April.....	3,864,349	3,361,505	2,232,315
May.....	1,816,050	2,730,565	1,446,093
June.....	2,765,005	2,191,513	1,831,532
July.....	1,594,918	2,972,054	1,831,532
August.....	2,050,665	1,816,224	982,992
September.....	1,552,832	1,577,335	1,734,804
October.....	1,911,515	1,577,335	1,034,870
November.....	2,497,280	1,964,644	1,326,496
December.....	2,138,579	2,574,248	1,950,504
Total.....	\$23,006,447	\$30,363,918	\$23,291,625
TOTAL IMPORTS ENTERED AT NEW YORK DURING THE YEARS 1860, 1861, 1862, and 1863:			
	1860.	1861.	1862.
January.....	\$10,685,386	\$22,400,148	\$24,413,649
February.....	22,400,148	23,665,032	24,413,649
March.....	14,004,940	14,004,940	14,004,940
April.....	16,002,750	16,002,750	16,002,750
May.....	16,495,293	21,092,767	14,454,509
June.....	21,092,767	14,454,509	14,454,509
July.....	14,454,509	14,454,509	14,454,509
August.....	14,454,509	14,454,509	14,454,509
September.....	14,454,509	14,454,509	14,454,509
October.....	14,454,509	14,454,509	14,454,509
November.....	14,454,509	14,454,509	14,454,509
December.....	14,454,509	14,454,509	14,454,509
Total.....	\$220,465,034	\$220,465,034	\$220,465,034
ENTERED WAREHOUSE.			
	1860.	1861.	1862.
January.....	\$2,744,411	\$8,560,690	\$3,141,725
February.....	1,526,772	3,751,678	3,751,678
March.....	3,084,197	5,084,197	4,841,546
April.....	4,127,857	5,842,313	3,853,218
May.....	4,438,660	6,842,313	4,600,920
June.....	4,487,109	3,245,504	3,874,127
July.....	4,487,109	1,769,636	6,057,342
August.....	4,152,764	2,660,457	4,408,591
September.....	2,835,784	1,390,766	4,331,084
October.....	2,817,461	2,082,391	4,189,487
November.....	3,961,652	2,150,501	4,950,415
December.....	7,506,147	2,346,357	6,676,955
Total.....	\$46,741,155	\$41,072,228	\$45,456,431
TOTAL.			
	1860.	1861.	1862.
January.....	\$14,685,386	\$22,400,148	\$24,413,649
February.....	22,400,148	23,665,032	24,413,649
March.....	14,004,940	14,004,940	14,004,940
April.....	16,002,750	16,002,750	16,002,750
May.....	16,495,293	21,092,767	14,454,509
June.....	21,092,767	14,454,509	14,454,509
July.....	14,454,509	14,454,509	14,454,509
August.....	14,454,509	14,454,509	14,454,509
September.....	14,454,509	14,454,509	14,454,509
October.....	14,454,509	14,454,509	14,454,509
November.....	14,454,509	14,454,509	14,454,509
December.....	14,454,509	14,454,509	14,454,509
Total.....	\$220,465,034	\$220,465,034	\$220,465,034



1860.	1861.	1862.	1863.
January.....	\$21,756,273	\$26,827,411	\$15,739,676
February.....	19,356,376	16,341,707	12,027,946
March.....	23,550,136	18,204,351	18,719,886
April.....	16,971,358	14,886,393	13,252,562
May.....	16,893,151	14,948,281	14,245,521
June.....	19,160,789	12,049,733	12,336,195
July.....	24,891,849	14,938,851	14,305,202
August.....	25,998,854	8,853,923	20,382,123
September.....	16,260,450	7,305,461	15,449,940
October.....	16,787,242	8,523,741	13,413,917
November.....	15,421,166	9,639,013	10,309,398
December.....	21,253,033	9,616,921	13,072,618
Total.....	\$238,260,460	\$162,768,790	\$174,652,317

1860.	1861.	1862.	1863.
January.....	\$2,964,024	\$2,543,273	\$4,356,252
February.....	2,338,649	5,781,728	3,669,641
March.....	2,200,117	5,187,144	3,033,567
April.....	2,069,423	1,761,245	4,405,410
May.....	2,476,067	1,606,864	3,730,332
June.....	2,268,377	1,963,842	5,034,106
July.....	3,593,993	6,622,454	2,366,684
August.....	3,325,105	2,614,652	6,102,033
September.....	4,007,272	2,938,464	6,429,421
October.....	3,018,393	2,518,080	6,942,561
November.....	1,587,301	1,967,625	3,109,389
December.....	1,246,203	3,564,887	1,914,983
Total.....	\$31,103,924	\$39,717,259	\$41,563,754

1860.	1861.	1862.	1863.
January.....	\$11,770,005	10,956,857	2,966,952
February.....	13,880,683	6,782,936	5,344,514
March.....	9,022,403	5,836,076	6,471,901
April.....	4,866,743	2,767,645	3,293,498
May.....	5,581,693	2,480,823	2,944,483
June.....	6,535,042	1,205,382	3,538,102
July.....	12,707,218	1,476,887	6,707,710
August.....	14,989,044	9,556,833	8,707,710
September.....	6,740,185	2,102,064	6,740,185
October.....	5,327,907	1,971,511	8,165,193
November.....	5,797,566	2,506,926	3,710,357
December.....	7,709,721	2,004,219	3,466,405
Total.....	\$102,927,100	43,636,659	56,121,227

**Commerce of the Lakes.**  
The following is a statement of the arrivals and clearances of American and Foreign vessels to and from Canadian ports; also the arrivals and clearances of American vessels to and from American ports, the tonnage of the same, and number of men composing the crews arriving and departing:

SUMMARY FOR THE YEAR 1863.			
	No.	Tonnage.	Crew.
American vessels entered.	1,584	1,381,096	14,954
Foreign vessels entered.	693	68,243	3,616
Coast'g vessels entered.	5,370	1,928,747	60,188
Total entered for the yr.	7,647	3,378,086	78,758
American vessels cleared.	1,630	1,358,751	14,887
Foreign vessels cleared.	690	67,933	3,647
Coast'g vessels cleared.	5,409	1,953,133	60,123
Total cleared for the yr.	7,729	3,379,817	78,657
Grand Total 1863....	15,376	6,757,903	157,415
" 1862....	16,390	6,689,191	166,183
" 1861....	13,866	5,963,896	144,173
" 1860....	11,527	4,710,175	120,497
" 1859....	10,521	5,592,626	118,109
" 1858....	8,318	3,329,246	86,887
" 1857....	7,581	3,226,807	182,183
" 1856....	8,128	3,018,589	112,051
" 1855....	9,211	3,360,233	111,575
" 1854....	8,912	3,990,284	120,838
" 1853....	8,298	3,252,978	128,112
" 1852....	9,441	3,092,247	127,491

**Receipts of Grain at Tide Water.**  
The following tables show the receipts of grain, and flour converted into grain, at tide-water, by the Erie and Champlain Canals, from 1849 to 1863:

Year.	Grain, bu.
1849.....	11,986,690
1850.....	11,585,619
1851.....	16,762,718
1852.....	19,588,875
1853.....	19,816,019
1854.....	23,796,038
1855.....	21,613,904
1856.....	30,795,225
1857.....	16,142,810
1858.....	23,686,374
1859.....	18,049,798
1860.....	41,122,100
1861.....	62,275,951
1862.....	74,811,877
1863.....	66,713,000

**Grain Trade of Chicago.**  
The following statement will show the total receipts of flour and grain at Chicago for three years:

	1861.	1862.	1863.
Wheat, bush.....	17,539,909	13,728,116	11,180,344
Corn, bush.....	26,543,238	29,449,328	26,450,508
Oats, bush.....	1,888,258	4,138,722	9,189,525
Rye, bush.....	479,005	1,038,825	899,760
Barley, bush.....	417,129	872,053	1,098,346
Total.....	46,862,534	49,227,044	48,708,483
Add flour into wheat.....	7,230,865	8,331,953	7,371,420
Total....	54,093,219	57,558,999	56,079,903

The total shipments of flour and grain from Chicago for three years have been as follows:

	1861.	1862.	1863.
Wheat, bush.....	15,788,385	13,808,898	9,341,881
Corn, bush.....	24,186,382	29,452,610	24,444,147
Oats, bush.....	1,655,384	3,112,366	7,574,994
Rye, bush.....	422,492	871,776	835,183
Barley, bush.....	185,293	582,195	668,785
Total.....	42,237,936	47,777,865	42,864,890
Add flour into wheat.....	7,125,445	8,699,245	7,683,455
Total....	49,363,381	56,477,110	50,548,345

The foreign exports from New York for the month of December, have been as follows:

The imports of dry goods for 1863, compare as follows with the return of previous years:

The total imports of dry goods for each month have been as follows:

The aggregate of the dry goods importations at New York compare as follows with those of the preceding eleven years:

The total imports and exports for the last four years were as follows:

Total Imports..... Total Exports.....

## PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

## PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Dividends		Market Price.
		Rate.	Paid.	
Atlantic & St. Lawrence (guarant'd)	\$2,494,900	6	7	9
Berkshire (guarant'd)	600,000	7	7	7
Boston, Concord & Montreal (prof.)	800,000	6	6	6
Buffalo, N.Y. & Erie (guarant'd)	554,000	6	6	6
Camden & Atlantic (preferred)	850,000	7	7	21
Catawissa (preferred)	620,800	7	7	42
Chemung (guarant'd)	1,150,000	7	7	42
Cuyaga & Susquehanna (guarant'd)	380,000	7	7	42
Delaware & Hudson (preferred)	343,500	7	7	42
Delaware & Maryland (preferred)	2,017,225	7	7	42
Chicago & Alton (preferred)	2,464,336	7	7	42
Chicago & Northwestern (prof.)	2,400,000	7	7	42
Cocheco (preferred)	177,750	7	7	42
Ct. & Passumpsic Rivers (guarant'd)	49,200	6	6	40
Cumberland Valley (1st preferred)	241,900	8	8	8
Detroit & Milwaukee (preferred)	1,500,000	7	7	72
Dubuque & Sioux City (preferred)	1,982,180	7	7	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	7	7	51
Elmira & Williamport (preferred)	500,000	7	7	51
Erie (preferred)	8,635,700	7	7	102
Hannibal & St. Joseph (preferred)	5,309,128	7	7	45
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	74
Housatonic (preferred)	1,180,000	8	8	74
Indianapolis & Madison (preferred)	353,900	8	8	74
Kennebec & Portland (preferred)	258,000	6	6	74
Lackawanna & Bloomsburg (prof.)	126,000	6	6	74
Marquette & Chippewa (1st preferred)	5,105,334	7	7	69
Mil. & Erie (2d preferred)	3,424,169	7	7	69
Michigan S. & N. Indiana (guar.)	2,893,600	8	8	133
Mil. & Erie (1st pref.)	1,051,000	8	8	109
Milwaukee & St. Paul (preferred)	1,014,000	7	7	80
New Haven & Northampton (guar.)	2,256,000	7	7	80
New York & Harlem (preferred)	1,010,000	4	4	105
Niagara Br. & Canandaigua (guar.)	1,600,000	8	8	105
Patterson & Hudson (guarant'd)	1,000,000	6	6	8
Patterson & Ramapo (guarant'd)	630,000	6	6	8
Peoria & Bureau Valley (guarant'd)	248,000	6	6	54
Philadelphia & Reading (preferred)	1,200,000	7	7	58
Philadelphia & Trenton (guarant'd)	1,551,800	7	7	58
Pitt. & Wayne & Chicago (pref.)	1,000,000	7	7	87
Pittsfield & North Adams (guar.)	2,000,000	6	6	87
Portland, Saco & Portsmouth (guar.)	450,000	6	6	87
Railroad & Burlington (preferred)	1,500,000	6	6	87
St. L. Alton & Terre Haute (prof.)	382,700	6	6	75
Toledo & Wabash (preferred)	608,176	6	6	75
Troy & Greenbush (guarant'd)	276,200	6	6	75
Vermont & Canada (guarant'd)	244,400	6	6	75
Warren (guarant'd)	1,600,000	8	8	88
White Mountains (guarant'd)	1,307,750	8	8	88
Wrightav., York & Gettysb'g (guar.)	200,000	8	8	88

## CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	INTEREST		Principal payable.	Market Price.
		Rate.	Payable.		
Chesapeake & Delaware:					
1st Mortgage	\$2,667,342	6	J. & J.	1866	100
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrly.	1870	100
" " sterling	4,375,000	6	"	1890	100
Preferred bonds	1,700,000	6	"	18	100
Bonds guar. by Virginia	200,000	6	"	18	100
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	94
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	107
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Pennsylvania:					
1st Mortgage	752,000	7	J. & J.	1865	100
Interest Certificates	161,990	6	"	1868	100
Lehigh Navigation:					
1st Mortgage	829,172	6	M. & S.	1870	105
Unsecured bonds	2,773,726	6	J. & J.	1863-65	105
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	100
2d Mortgage	57,000	6	"	1866	100
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	104
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	37
Schuylkill Navigation:					
1st Mortgage	1,764,560	6	M. & S.	1872	100
2d Mortgage	3,980,670	6	J. & J.	1882	85
Improvement	608,500	6	M. & N.	1876	88
Susquehanna & Tide Water:					
Maryland Sterling Loan	810,000	5	J. & J.	1865	100
Md. stg. loan converted	200,376	5	"	1865	100
Mortgage bonds	963,000	6	"	1878	62
Preferred Interest b'ds.	227,589	6	"	1873	25
Union (Pa.):					
1st Mortgage	2,500,000	6	M. & N.	1883	28
West Branch & Susquehanna:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	750,000	6	J. & J.	1878	97

## CANAL AND MISCELLANEOUS STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	\$ 1,843,563	pc	\$ 97
Chesapeake and Ohio	100	8,224,595		
Delaware Division	100	1,633,350		36
Delaware and Hudson	100	7,500,000	7	176
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania	50	58,000		
Illinois and Michigan				
Lehigh Navigation	50	2,500,000	6	60
"    "    (scrip)	50	1,803,000	6	49
Monongahela Navigation	50	726,800	8	
Morris (consolidated)	100	1,025,000		62
"    (preferred)	100	1,175,000	10	132
North Branch	100			
Sault Ste Marie	100			
Schuylkill Navigation (consolidated)	50	1,932,457		19
"    (preferred)	50	2,722,607		34
Susquehanna and Tide Water	50	2,048,260		18
Union (preferred)	50	2,750,000		6
West Branch and Susquehanna	100	1,000,000	6	105
Wyoming Valley	100	500,000	6	78
STEAMSHIP AND TRANSIT:				
Central American Transit	---			36
Nicaragua Transit	---			2
Pacific Mail Steamship	100	4,000,000		226
Union Steamship (Boston)	---			155
EXPRESS:				
Adams'	100	2,000,000		
American	500	1,000,000		
National	100	250,000		
Overland Mail	100	500,000		
United States	100	800,000		
Wells, Fargo & Co.	100	1,000,000		
TELEGRAPH:				
American	100	1,600,000		
Atlantic	---			
INSURANCE STOCKS:				
Aetna Fire	50	200,000		
Columbian (Marine)	100	500,000		
Mercantile Mutual	100	600,000		
New England Mutual (Life)	---			
Washington (Fire)	50	400,000		
TRUST				
Farmers' Loan and Trust	50	1,000,000		
New York Life Insurance & Trust	100	1,000,000		
United States Trust	100	1,000,000		
LAND AND IMPROVEMENT:				
Boston Water Power	---			46
Boston and Roxbury Mill	---			34
Canton (Baltimore)	100	5,000,000		18
Cary Improvement	5	300,000		10
East Boston	---			14
Essex (Boston)	100	1,000,000		16
Waverly (Boston)	---			2
GAS-LIGHT:				
Baltimore	100		8	
Boston	500	1,000,000		800
Brooklyn	25	2,000,000		
Cincinnati	---			
City (Brooklyn)	---			
Citizens' (Brooklyn)	20			123
Hartford	---			
Jersey City and Hoboken	---			
Manhattan, N. Y. (stock)	50	4,000,000		245
"    "    (scrip)	37			239
Maryland (Baltimore)	25			
Metropolitan, N. Y.	100			132
New Haven	---			
New York	50	750,000		
Philadelphia	---			
Pittsburg	---			
St. Louis	---			
Southwark (Philadelphia)	---			
Williamsburg	50			15
UNCLASSIFIED:				
American Coal	25	1,500,000		93
American West India	100	1,000,000		
Baltimore Coal	100			
Baltimore and Cuba Smelting	100			145
Central Transportation	---			
Cherry Run Petroleum	---			9
Cumberland Coal (preferred)	100	5,000,000		60
George's Creek Coal and Iron	100	1,000,000		70
Gold Mining of Colorado	---			
Hazleton Coal	50			68
Hudson River Bridge	100			
Mariposa (gold)	100	10,000,000		26
Metropolitan Coal	100			
New Almaden (quicksilver)	---			
New Jersey Zinc	100	1,200,000		
Pennsylvania Coal	50	3,200,000		175
Quicksilver	---			
Santa Clara (quicksilver)	---			49
Santa Rita (silver, copper, and lead)	---			
Sonora Expl. & Mining (silv. & cop.)	---			
West India Cotton	100	100,000		

## MINING STOCKS.

COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Dividends last year.	Market price per share.
Acton (copper)		24	200,000		44
Adventure (copper)		11	20,000		10
Albany and Boston (copper)			20,000		2
American and Mexican Silver			20,000		5
Algoma (copper)		100	10,000		20
Arizona (copper)			20,000		19
Aztec (copper)		5	20,000		52c
Balt. and N. Carolina (copper)			20,000		9
Bay State (copper)			20,000		1
Bedford (copper)		5	20,000		10
Black River (copper)			20,000		
Bohemian (copper)		7	20,000		
Bucks County (lead)			20,000		
Cambridge (copper)		5	20,000		
Caledonia (copper)			20,000		
Canada (copper)	4	90c.	20,000		27
Carp Lake (copper)			20,000		4
Cascade (copper)					56
Central (copper)		5	20,000		3
Chaudiere (copper)		5	20,000		8
Columbia (copper)		4	20,000		5c.
Consolidated (copper)		5	20,000		11
Copake (iron)			50,000		27
Copper Falls (copper)		25	20,000		4
Dacotah (copper)			20,000		2
Dana (copper)			20,000		
Doylstown (copper)					
Dudley (copper)			20,000		4
Eagle River (copper)			20,000		8
Everett (copper)			20,000		5
Evergreen Bluff (copper)			20,000		9
Excelsior (gold)					7
Flint Steel River (copper)			20,000		9
Forest City (copper)			20,000		
Fort Filmore (silver)		20	50,000		
Franconia (copper)		5	60,000		
Franklin (copper)		8	20,000		49
French Creek (copper)			100,000		
Gardner Hill (copper)	5	5	20,000		80c.
Grand Portage (copper)			20,000		
Great Western (copper)			20,000		4
Guilford (copper)		5	20,000		30c.
Hamilton (copper)			20,000		3
Hancock (copper)		4	20,000		12
Hanover (copper)			20,000		5
Highland (copper)			20,000		5
Hilton (copper)					
Humboldt (copper)			20,000		5
Huron (copper)	4	12	20,000	20	38
Indiana (copper)					
Isle Royale (copper)		16	20,000		26
Jefferson (copper)					
Kickapoo (copper)		1	200,000		
Knowlton (copper)			20,000		9
Madison (copper)			20,000		6
Mandan (copper)			20,000		3
Manhattan (copper)			20,000		6
Mass (copper)			20,000		
Meenard (copper)		3	20,000		12
Minnesota (copper)		3	20,000		72
Montana (gold)	5	50c	100,000		1
Mount Hope (lead)		2	80,000		
National (copper)		5	20,000		33
Native (copper)			20,000		2
Naumkeag (copper)			20,000		2
New England (copper)			20,000		5
North Cliff (copper)		2	20,000		5
North State (copper)		5	20,000		80c.
North Western (copper)			20,000		12
Norwich (copper)			20,000		6
Nova Scotia (gold)					
Ogima (copper)			20,000		3
Ontonagon (copper)			20,000		
Ottawa (copper)			102,000		43c.
Pennsylvania (copper)	25	2	20,000		9
Petherick (copper)		1	20,000		11
Pewabic (copper)		3	20,000		64
Phenix (copper)		10	20,000		25
Pittsburg and Boston (copper)		5	20,000		85
Placencia Bay (lead)		5	200,000		
Pontiac (copper)		2	20,000		6
Prince of Wales (copper)					
Providence (copper)					
Quartz Hill (gold)					9
Quincy (copper)		10	200,000		90
Rockland (copper)		5	20,000		17
Saginaw (saline and mineral)					
St. Mary's (copper)					10
Shawangunk (lead)		5	110,000		
Sheldon (copper)					
Silver Hill		5			
Silver Valley					
South Side (copper)		1	20,000		10c.
Springfield (copper)		5	20,000		4
Star (copper)			20,000		2
Superior (copper)		4	20,000		12
Toltee (copper)		19	20,000		9
Tremont (copper)			20,000		2
Union (lead)					50c.
Vermont (copper)	5				
Waterloo (copper)			20,000		1
Wickham (copper)			20,000		82
Wickopee (copper)		5	100,000		5
Winthrop (copper)			20,000		1
Wyandotte (copper)					



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Completed: equal- ized in single tr. in progress or projected	Length m.	Equip- ment No.	Cars No.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted- ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
								Bonded Debt.	Floating Debt.	Gross.	Nett.			
30 Nov. '62	1.92				MASSACHUSETTS.									
30 Nov. '62	4.30		134	20	Boston and Chelsea.....	140,000	140,000			5,000	5,000	4	47	
30 Nov. '62	8.21				Broadway, Boston.....	118,020	69,200		750	69,580	9,225	12	65	
30 Nov. '62	6.99				Cambridge.....	602,651	445,800	150,000	74	53,622	53,622	9	124	
30 Nov. '62	4.39				Cliftondale.....	95,500	70,000	25,000	3,748	625				
30 Nov. '62	0.79				Dorchester.....	155,594	120,800	5,000		8,306	7,467	7		
30 Nov. '62	0.75				Dorchester Extension.....	12,900	12,900			1,024	1,024	8		
30 Nov. '62	12.43		123	23	Dorchester and Roxbury.....	25,641	11,000	7,800	7,932				46	
30 Nov. '62	3.61				Lynn and Boston.....	193,310	86,000	50,000	55,547	61,935	501		80	
30 Nov. '62	3.29				Malden and Melrose.....	60,200	200,000	73,100	66,223				25	
30 Nov. '62	21.17		515	82	Medford and Charlestown.....	34,000	22,000	12,000		2,040	2,040	6		
30 Nov. '62	6.33		290	42	Metropolitan (Boston).....	733,955	600,000		103,790	300,806	64,892	8	59	
30 Nov. '62	2.87				Middlesex (Boston).....	461,730	355,000		59,457	124,718	41,398	4	93	
30 Nov. '62	2.90				Newton.....	27,451	28,000			1,680	1,680	6		
30 Nov. '62	2.79				Quincy.....	102,750	53,000	20,000	29,750	14,063	4,841			
30 Nov. '62	2.50				Somerville.....	50,000	50,000			2,500	2,500	5	81	
30 Nov. '62	4.48		57	8	Stoneham street (Boston).....	33,505	32,000			1,497	500			
30 Nov. '62	1.62		287	50	Suffolk (Boston).....	61,380	12,257	24,800	23,625	29,083				
30 Nov. '62	1.80				Union (Transportation).....	174,500	160,000	22,200	18,307	197,222	17,078	10		
30 Nov. '62	2.64				West Cambridge.....	12,850	12,850		120	771	771	6	47	
30 Nov. '62	3.88				West Roxbury.....									
30 Nov. '62					Winnisimmet.....	62,152	62,200		4,798	3,750	3,750	6		
30 Nov. '62					Worcester.....	60,000								
31 Dec. '62	1.1		11	3	CONNECTICUT.									
30 Sep. '62					Hartford City.....	30,000	30,000							
30 Sep. '62	10.76				NEW YORK.									
30 Sep. '62	6.50		28		Avenue D (New York City).....	236,030	200,000	27,500	324	52,327	14,015	3		
30 Sep. '62	24.01		6	25	Broadway (Brooklyn).....	1,505	1,505						100	69
30 Sep. '62	56.1	1.0	140	29	Brooklyn Bath & Coney Isl'd.....	794,912	492,150	252,100	6,967	127,843	10,868		48	
30 Sep. '62	10.50	8.50	23	2	Brooklyn Central & Jamaica.....	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	2.50				Brooklyn City.....	267,628	346,000	146,000	8,000	30,944	2,759		58	
30 Sep. '62					Brooklyn City & Newtown.....	51,323	53,500							
30 Sep. '62					Brooklyn City & Ridgewood.....									
30 Sep. '62					Buffalo Street.....									
30 Sep. '62					Central City (Syracuse).....									
30 Sep. '62	17.25				Cent'l Pk. N. & E. Riv. (N.Y.).....	454,554	359,020	101,000	7,689					
30 Sep. '62	6.00				Coney Island and Brooklyn.....	501,364	493,800	7,000	2,717	21,457	6,874		100	69
30 Sep. '62	12.67	3.67			East & North River (N.Y.).....	650	650							
30 Sep. '62	4.52				Eighth Avenue (N.Y.).....	938,365	800,000		25,000	369,985	121,565	12	100	
30 Sep. '62	4.63				Fourteenth Street (N.Y.).....									
30 Sep. '62					Grand St. & Newtown (Wg).....									
30 Sep. '62	10.00	16.00	42		Harlem Br. Morris & Ford m.....									
30 Sep. '62					Main & Ohio St. (Buffalo).....									
30 Sep. '62					Niagara Street (Buffalo).....									
30 Sep. '62	10.00	16.00	42		Ninth Avenue (N.Y.).....	413,948	795,300	22,000		89,498	19,430		100	
30 Sep. '62					N. Riv. & Wall st. Ferry (N.Y.).....									
30 Sep. '62					Port Morris & Westchester.....	1,200	1,200							
30 Sep. '62					Rochester City & Brighton.....		1,700							
30 Sep. '62	16.00				Second Avenue (N.Y.).....	1,101,873	650,000	450,000	42,500	243,086	51,499		100	88
30 Sep. '62	8.37		533	59	Seventh Avenue (N.Y.).....									185
30 Sep. '62					Sixth Avenue (N.Y.).....	1,089,317	750,000	25,000		358,032	88,184	10	100	
30 Sep. '62	16.50		109	3	Tenth Av & 32d st. (N.Y.).....									
30 Sep. '62					Third Avenue (N.Y.).....	1,757,029	1,170,000	400,000		580,796	211,939	12	100	240
30 Sep. '62					Troy and Lansingburg.....									
30 Sep. '62					Utica City.....		1,430							
30 Sep. '62	1.00				V. Brunt st. & Erie Bas. (Buff).....	298	330							
31 Dec. '62	6.32				NEW JERSEY.									
31 Dec. '62	5.05	2.50			Hoboken and Hudson City.....	32,000	30,000		2,000					
31 Dec. '62	10.47				Hoboken and Weehawken.....	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '62	4.20				Jersey City & Bergen Point.....									
31 Dec. '62	5.80				Orange and Newark.....									
31 Dec. '62					West Hoboken & Hoboken.....	100,000	40,000	60,000						
31 Oct. '62	7.89		130	22	PENNSYLVANIA.									
31 Oct. '62	8.13		122	13	Chestnut & Walnut (Phila.).....	235,000	100,000	135,000		124,521	78,853	35	59	
31 Oct. '62	4.12				Citizens' (Pittsburg).....	135,044	80,000	47,500	3,991	84,440	47,180	25		
31 Oct. '62	4.38		16		Delaware County.....	31,000	24,000	6,500	1,850	4,858	172			
31 Oct. '62	10.73		117	24	Fairmount & Arch st. (Phila.).....	198,845	200,000			62,052	16,534	54	33	
31 Oct. '62	24.23		207	45	Frankford & Southw'k (Ph.).....	668,520	442,045	200,000		172,935	59,743	7	62	
31 Oct. '62	8.16		184	35	Germantown.....	299,913	112,245	250,000	1,000	106,792	35,431		66	
31 Oct. '62	8.73		116	25	Girard College (Phila.).....	150,041	160,000			62,862	19,715	12	26	
31 Oct. '62	11.00		187	40	Green & Coates st. (Phila.).....	219,787	150,000	82,000		108,653	31,990	14	43	
31 Oct. '62					Hestonv. Mantua & Fairm't.....	100,000	60,000	40,000						
31 Oct. '62	11.17				Lombard & South st. (Phila.).....									
31 Oct. '62	10.57	0.52	57	10	North Philadelphia.....	300,000	200,000	100,000						
31 Oct. '62	7.04				Philadelphia and Darby.....	88,983	99,439	17,000	500	22,241	4,606	24		
31 Oct. '62	4.51				Pittsb. Allegheny & Manch'r.....	76,559	49,500	25,000	2,127	33,541	7,252			
31 Oct. '62	12.00		63	9	Pittsburg and Birmingham.....	63,295	37,475	22,600	3,329	34,377	2,498			
31 Oct. '62	6.16		69	19	Pittsburg and East Liberty.....	290,000	200,000	100,000	26,000	29,653	2,422			
31 Oct. '62	5.20				Race and Vine (Fairmount).....	180,000	180,000							
31 Oct. '62	7.78				Richmond & Schuylkill (Ph.).....	130,000	100,000	30,000						
31 Oct. '62	19.46		56	10	Ridge Avenue & Manyunk.....	170,582	118,000	50,000		28,987	12,296	8	20	
31 Oct. '62	5.53		378	60	Second & Third st. (Phila.).....	463,198	203,757	175,500	1,037	286,896	131,645	24	80	
31 Oct. '62	8.35		46	12	17th & 19th st. (Phila.).....	113,000	120,000		15,000	38,919	24,322	1	11	
31 Oct. '62	7.55				5 Spruce & Pine (Phila. & Gr's F.).....	173,010	159,312	15,500		70,223	25,740	12	13	
31 Oct. '62	8.25	1.51	170	39	10th & 11th st. (Citizens').....	168,443	192,750		9,000	98,379	38,607	13	50	
31 Oct. '62	8.25		123	16	13th & 15th st. (Phila.).....	100,000	100,000			68,510	21,768	4	24	
31 Oct. '62	9.31		228	44	1 West Philadelphia.....	270,563	189,100	100,000	4,000	128,177	28,851	9	70	
31 Dec. '62	21.00		340	50	MARYLAND.									
31 Dec. '62	5.00				Baltimore City.....	700,000	670,000		31,549	238,059	21,058		18	
31 Dec. '62	5.00				OHIO.									
31 Dec. '62	3.81				Cincinnati Street.....	151,913	150,000							
31 Dec. '62	3.50				City (Cinc.) Passenger.....	111,412	100,000							
31 Dec. '62	3.63				Passenger (Cinc.).....	69,837	50,000							
31 Dec. '62					Pendleton & S. St. Mart (Cin.).....	70,000	50,000							
30 Nov. '62	8.29				MISSOURI.									
30 Nov. '62	3.33				Citizens' (St. Louis).....	117,437	100,000							
30 Nov. '62	4.48				Missouri (St. Louis).....	76,674	70,000							
30 Nov. '62	10.20				People's (St. Louis).....	83,875	70,000							
30 Nov. '62					St. Louis.....	298,604	298,604							

## PASSENGER RAILROAD BONDS.

DESCRIPTION.	Amount out- standing.	INTEREST		Principal payable.	Market Price.
		Rate.	Pay- able.		
Broadway [Brooklyn]: Real Estate Mortgage	\$ 27,500	7 J.	pc Montha.	Year.	p. c.
Brooklyn Centr. & Jamaica: 1st Mortgage	252,100	7 J.	& D.	1870	
Brooklyn City: 1st Mortgage	170,000	7 J.	& J.	1872	
Brooklyn City & Newtown: 1st Mortgage	146,000	7 J.	& J.	1872	
Cambridge: 1st Mortgage	150,000	6 J.	& J.	1881	100
Central Park, East & North River: 1st Mortgage	101,000	7 J.	& J.	1874	
Citizens' [Pittsburg]: 1st Mortgage	47,800	7 J.	& J.	1870	
Cliftondale: 1st Mortgage	25,000	6 J.	& J.	1871	
Coney Island and Brooklyn: 1st Mortgage	7,000	7 J.	& J.	1873	
Delaware County: 1st Mortgage	6,500	7			
Dorchester: Real Estate Mortgage	5,000	6			
Dorchester and Roxbury: 1st Mortgage	7,800	6 J.	& J.		
Frankford and Southwark: 1st Mortgage	200,000	7 J.	& J.	1869	105
Germanatown: 1st Mortgage	250,000	7 J.	& J.	1869	
Green and Coates St: 1st Mortgage	82,000	7 J.	& J.	1870	
Hestonville, Mantua & Fair- mount: 1st Mortgage	40,000	7 J.	& J.	1869	
Hoboken and Weehawken: 1st Mortgage	60,000	7 M.	& S.	1872	
Lynn and Boston: 1st Mortgage [road]	50,000	6 M.	& S.	71-72	
1st Mortgage [equipment]	40,000	6			
Malden and Melrose: 1st Mortgage guaranteed	60,000	6		1880	98
Medford and Charlestown: 1st Mort. (Winter St. Br.)	12,000	6			
Metropolitan: 1st Mortgage	36,625	6			
Real Estate Mortgage		6			
Middlesex: Malden & Melrose bonds	60,000	6		1870	
Real Estate	6,210				
Ninth Avenue: 1st Mortgage	22,000	7			
North Philadelphia: 1st Mortgage	100,000	7 J.	& J.	1869	
Philadelphia City: 1st Mortgage	135,000	6 J.	& J.	1879	
Philadelphia and Darby: 1st Mortgage	17,000	7 J.	& J.	1870	
Philadelphia and Gray's Ferry: 1st Mortgage	15,500	7 J.	& J.	1869	
Pittsburg, Allegheny and Manchester: 1st Mortgage	25,000	7 J.	& J.	1871	
Pittsburg & Birmingham: 1st Mortgage	22,800	7 J.	& J.	1870	
Pittsburg & East Liberty: 1st Mortgage	100,000	7 J.	& J.	1871	
Quincy: Plain bonds	20,000		M. & S.	1868	
Richmond and Schuylkill: 1st Mortgage	30,000	7 J.	& J.	1870	
Second Avenue: 1st Mortgage	450,000	7 J.	& D.	1867	
Second and Third Street: 1st Mortgage	125,000	7 J.	& J.	1868	
2d Mortgage	50,800	7 J.	& J.	1869	
Sixth Avenue: 1st Mortgage	25,000	7 J.	& J.	1875	
Suffolk: 1st Mortgage	25,800	6 M.	& S.	1872	
Third Avenue: 1st Mortgage	340,000	7 J.	& J.	1870	
Real Estate bonds	60,000				
Union: Real Estate Mortgage	22,200	6 J.	& D.	1868	
West Hoboken & Hoboken: 1st Mortgage	60,000	7 M.	& N.	1873	
West Philadelphia: 1st Mortgage	100,000	7 J.	& J.	1869	





## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Chicago, Burlington and Quincy:</b>													
1890	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,596	241,964	188,606	117,607	2,076,909
1891	149,068	116,525	168,007	131,814	169,100	149,186	169,446	188,478	224,225	226,009	210,494	179,625	2,070,996
1892	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,567,224
1893	242,729	204,537	280,209	306,687	329,000								
<b>Chicago and Alton:</b>													
1890	55,784	55,123	74,690	63,995	86,211	76,426	81,453	108,635	94,928	107,758	73,761	64,937	938,641
1891	81,561	75,621	78,361	65,368	76,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,008,464
1892	73,169	96,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	116,301	111,965	1,226,001
1893	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,989	188,591			
<b>Chicago and Rock Island:</b>													
1890	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,262	984,577
1891	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,600	145,889	92,873	76,457	1,181,006
1892	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,763	1,261,060
1893	120,776	90,607	76,676	76,459	102,253	133,373	119,947	117,086	146,268	161,503	138,765	136,695	1,423,488
1893	140,024	130,225	122,512	127,507	144,905	171,760	189,863	161,865	209,391	208,569	191,789	192,656	1,930,652
<b>Chicago and Northwestern:</b>													
1890	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,008	42,101	400,469
1891	32,192	33,408	46,346	48,919	62,592	45,985	39,500	49,571	80,819	108,737	74,331	63,564	676,764
1892	48,325	48,325	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	65,199	855,068
1893	46,605	49,108	59,249	54,725	84,708	104,815	95,340	71,306	104,094	124,787	108,966	90,991	964,677
1893	69,691	81,160	92,483	100,904	107,868	124,283	115,861	106,491	172,072	210,476	158,388	158,622	1,488,197
<b>Cleveland, Columbus and Cincinnati:</b>													
1890	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	80,568	84,926	1,018,900
1891	69,287	70,724	83,965	79,701	85,990	84,956	94,320	118,539	119,487	107,672	86,879	71,402	1,073,422
1892	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,763	135,050	140,561	104,916	1,265,004
1893	128,860	110,836	108,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1893	166,387	162,435	155,000	185,000									
<b>Cleveland and Toledo:</b>													
1890	69,856	66,779	75,709	62,204	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,280
1891	75,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1892	85,289	76,918	86,663	90,324	65,302	63,137	52,269	60,285	84,640	95,528	88,401	105,253	958,959
1893	106,283	88,468	103,175	87,915	69,716	64,910	71,716	76,538	102,176	112,507	117,284	164,876	1,167,544
1893	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	182,130	140,013	144,800	184,389	1,674,898
<b>Erie:</b>													
1890	376,357	323,047	461,495	557,985	478,366	384,379	383,322	389,373	375,250	456,226	439,899	392,293	5,014,992
1891	304,703	319,593	372,298	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1892	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	601,448	412,723	325,424	5,235,424
1893	404,507	391,932	458,560	547,174	506,610	480,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1893	699,097	601,595	638,006	627,070	587,416	528,842	595,024	615,962	756,421	885,136	602,006	668,850	8,400,384
1893	836,453	829,734	946,041	938,453	838,867	760,868	721,889	678,959	814,828	955,371	1,026,065	1,044,214	10,899,742
<b>Galena and Chicago:</b>													
1890	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,230	208,803	195,984	123,007	89,344	1,899,441
1891	60,652	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,653	94,860	1,402,762
1892	97,253	76,859	101,600	103,795	165,707	162,823	145,389	160,359	209,276	221,320	172,700	122,309	1,729,396
1893	109,867	105,424	74,546	90,180	158,194	225,048	190,456	128,019	188,370	203,575	169,530	143,632	1,777,541
1893	132,517	121,161	129,226	136,601	172,343	212,946	143,517	169,794	267,529	284,808	236,618	217,933	2,224,693
<b>Hudson River:</b>													
1890	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,833,434
1891	212,714	209,422	161,047	134,606	156,281	129,966	140,860	167,220	180,000	198,961	166,549	220,370	2,076,822
1892	223,157	205,343	167,560	139,751	150,508	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,028,587
1893	207,330	187,330	308,968	192,442	161,427	169,769	193,442	212,118	239,911	270,083	405,871	2,922,970	2,922,970
1893	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,760	484,550	3,720,140
<b>Illinois Central:</b>													
1890	132,938	134,811	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1891	185,257	185,257	209,994	183,753	219,890	188,060	193,981	218,971	259,643	321,059	243,163	225,196	2,664,848
1892	321,844	279,268	229,334	192,054	199,488	177,829	139,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1893	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	369,465	369,465	3,445,827
1893	267,061	269,198	265,773	267,643	314,166	397,729	331,432	459,258	466,919	468,766	414,399		
<b>La Crosse and Milwaukee:</b>													
1890	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,868	756,476
1891	63,898	45,689	62,159	67,245	113,472	108,008	84,297	76,319	112,485	171,053	116,938	69,276	1,070,822
1892	61,055	54,786	43,912	48,766	125,999	111,766	91,459	65,673	137,187	164,309	122,863	63,771	1,006,046
1893	73,063	66,686	53,171	107,754	147,499								
<b>Marietta and Cincinnati:</b>													
1890	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,320	55,257	48,544	512,218
1891	38,203	53,778	60,540	64,306	85,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
<b>Milwaukee and Prairie du Chien:</b>													
1890	37,520	32,301	39,501	45,811	59,082	48,707	37,429	60,229	139,761	163,615	90,900	44,896	799,841
1891	64,246	40,027	43,637	49,102	112,266	141,771	107,117	90,468	134,726	177,879	180,184	67,990	1,163,407
1892	83,903	62,907	47,010	61,759	130,218	144,915	109,721	76,163	109,661	154,369	132,272	61,836	1,163,734
1893	67,130	76,132	44,925	68,177	106,987	111,260	71,587	69,352	156,417	205,054	138,342		
<b>Michigan Southern &amp; Northern Indiana:</b>													
1890	104,245	106,828	143,626	145,258	138,094	122,706	101,710	151,170	178,870	218,465	196,495	152,172	1,784,819
1891	131,467	119,833	166,454	170,842	175,431	134,888	127,273	196,821	233,551	273,722	203,492	154,672	2,068,896
1892	140,925	116,938	153,170	170,362	161,391	126,568	178,773	235,690	276,181	281,265	219,077	159,077	2,189,077
1893	163,152	163,728	157,500	193,120	200,826	181,983	189,915	226,819	276,109	325,818	305,284	279,639	2,647,833
1893	248,734	230,508	254,208	267,093	263,981	237,982	183,141	235,512	300,822	371,361	326,650	341,008	2,897,260
<b>Michigan Central:</b>													
1890	101,385	102,950	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,766,416
1891	110,712	107,749	100,311	165,741	158,510	128,055	128,363	193,640	251,423	300,474	196,162	129,022	2,025,142
1892	142,334	119,764	151,671	172,614	149,550	135,620	123,377	144,082	236,841	301,333	242,089	200,134	2,124,814
1893	230,159	159,658	151,902	17									

## AMERICAN RAILROAD BOND LIST.

(\*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Rock Island:						
Mortgage	\$300,000	7			1887		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	109
Convert. (guar. by Dir.)	150,000	7			1883		Chicago and Northwestern:						
Alabama and Tenn. Rivers:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		General 1st Mortgage	3,600,000	7	"	"	1885	95
2d Mortgage	225,706	8			1884		Bonds issued for coupons of do.	756,000	7	May & Nov.	"	1883	95
Albany, Vt. and Canada:							2d Mortgage	2,000,000	6	"	"	1890	76
1st Mortgage	600,000	7	March & Sept.	New York.	1857		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	99
Albany and West Stockbridge:							Green Bay Extension Bonds	300,000	7	"	"	1885	95
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76		Flagg Trust Bonds	245,000	8	Jan. & July.	"		
Androscoquin and Konebec:							Cincinnati, Hamilton and Dayton:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70	1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
\$1,000,000 Loan	804,600	6	"	"	1890	79	2d Mortgage	950,000	7	May & Nov.	"	1880	108
Stock, convert. (Coupon)	710,000	6			'63-'68		Cincinnati, Wilm. and Zanesville:						
Atlantic and Great Western:							1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77	2d Mortgage	574,000	7	Feb. & Aug.	"		
Ohio " 1st Mortgage	4,000,000	7	"	"	1875	94	3d Mortgage	158,000	7	"	"		
N. York " 1st Mortgage	1,000,000	7	"	"	1879	80	Income	250,500	7	"	"		
Atlantic and St. Lawrence:							Tunnel Right	1,000,000	7	"	"		
Dollar Bonds (Coupon)	688,000	6	April & Oct.	Portland.	1866	92	Cleveland and Mahoning:						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	104
City of Portland Loan (Coup.)	1,000,000	6	Various.	N. Y., P. & Bos.	'68-'79		2d Mortgage	244,200	7	March & Sept.	"	1884	100
Baltimore and Ohio:							3d Mortgage	658,200	8	"	"	1878	
Maryland Sterling Bds of 1883.	3,000,000	5	Jan. Ap. Ju. Oc.	London.	1888		Clev., Painesville and Ashtabula:						
Mortgage Coupon " 1883.	2,500,000	6	April & Oct.	Baltimore.	1885	107	2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
" " " 1850.	700,000	6	Jan. & July.	"	1880	105	Special (Sunbury and Erie)	500,000	7	"	"	1878	121
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	105	Dividend Mortgage	900,000	7	"	"	1890	
" " " 1834.	1,000,000	6	Jan. Ap. Ju. Oc.	"	1867	102	Cleveland and Pittsburg:						
Balt. City Loan of 1855	6,000,000	6	Jan. & July.	"	1890	110	1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102
Bellefontaine and Indiana:							2d Mortgage (M. L.) or 1st Extension	1,189,000	7	March & Sept.	"	1873	105
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101	3d Mortgage (M. L.) or 2d Extension	1,166,000	7	"	"	1875	103
2d Mortgage	164,000	7	"	"	1870		4th Mortgage (M. L.) or 3d Extension	1,059,028	6	"	"	1886	83
Belvidere Delaware:							River Line bonds	20,000	7	"	"	1887	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100	Clev., Columbus and Cin.						
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95	1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'70	
3d Mortgage (do.)	689,500	6	Feb. & Aug.	"	1877		Cleveland and Toledo:						
Boston Concord and Montreal:							Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100	Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	"	1872	101
2d Mortgage	300,000	7	"	New York.	1865	102	Tol. Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	"	1863	75
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		Tol. Nor. and Clev. 2d Mort.	176,500	7	"	"	1863	75
2d Mortgage Coupons	250,000	7	"	New York.	1870		C. and T. Income Mortgage	66,150	7	March & Sept.	"	1863	75
Sinking Fund	200,000	6	"	Boston.	1889	100	C. and T. Income (convertible)	119,000	7	Jan. & July.	"	1864	
Boston and Lowell:							C. and T. Income (convertible)	169,000	7	"	"	1864	
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107	C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
Buffalo, New York and Erie:							C. and T. Income (convertible)	25,000	7	March & Sept.	"	1870	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	104	C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	"	1885	103
2d Mortgage coupon	426,714	7	May & Nov.	"	1872	103	Columbus and Xenia:						
Buffalo and State Line:							Dividend (due 1890, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
1st Mortgage	500,000	7	April & Oct.	New York.	1868	106	Connecticut River:						
Income \$ in '99, \$ in '72.	200,000	7	Jan. & July.	"	var.		Mortgage	250,000	6	March & Sept.	Boston.	1878	104
Unsecured	200,000	7	"	"	1864		Connecticut and Passump. Rivers:						
Special Erie and North-East	149,000	7	"	"	'61-'70		1st Mortgage	800,000	6	June & Dec.	Boston.	1876	99
Burlington and Missouri:							Cumberland Valley:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.			1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
Cairo and Fulton (Mo.):							2d Mortgage	102,500	8	"	"	1904	
State (Mo.) Loan	650,000	6			'73-'79		Dayton and Michigan:						
Camden and Amboy:							1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880		2d Mortgage	2,503,000	8	"	"	1881	100
Converted Sterling Loan	793,200	6	"	"	1883		Dayton and Western:						
American Loan	782,000	6	"	New York.	1864	106	1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
Extra Dividend Loan	834,468	6	"	"	1864		2d Mortgage	250,000	7	June & Dec.	"		40
Loan for \$500,000	600,000	6	"	"	1867	108	Delaware:						
" " \$300,000	700,600	6	"	"	1870	103	1st Mortgage guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
" " \$375,000	675,000	6	"	"	1875	102	Guaranteed.	100,000	6	"	"	1875	105
" " \$1,700,000	1,700,000	6	"	"	1883	103	State Loan	170,000	6	"	"	1876	
" " \$2,500,000	2,500,000	6	"	"	1889	105	Delaware, Lackawanna and W'n:						
Consolid. Mort. Loan \$5,000,000			"	"	1889	105	1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
Camden and Atlantic:							1st Mortgage (E. Extension)	1,499,000		"	"	1875	114
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872		2d Mortgage	2,616,500		March & Sept.	"	1881	110
Catawissa:							Detroit and Milwaukee:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882		1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
Cayuga and Susquehanna:							2d Mortgage	1,000,000	8	"	"	1886	
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		3d Mortgage (convertible)	750,000	10	"	"	1883	
Central of Georgia:							4th Mortgage (G. W. R. R.)	500,000	8	"	"		
Mortgage	88,067	7			1863		Dubuque and Sioux City:						
Central of New Jersey:							1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	109	Dubuque Western:						
2d Mortgage	600,000	7	May & Nov.	"	1876	112	1st Mortgage	344,000	†				
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1861	104	Income (due \$75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94	2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
2d Mortgage	800,000	7	June & Dec.	New York.	1865	104	3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103
3d Mortgage (S. F.)	950,000	7	"	"	1885	75	1st M. (State) \$75,000 a yr after 64	500,000	5	Jan. Ap. Ju. Oc.	"	'65-'71	
4th Mortgage (S. F.)	1,206,800	7	"	"	1876	46	East Tennessee and Georgia:						
Charleston and Savannah:							State, 1st Mortgage	970,000					
1st Mortgage (endorsed)	510,000	6					Endorsed by State of Tennessee	150,000					
2d Mortgage	1,000,000	7					Mortgage (ordinary)	790,688					
Cheshire:							East Tennessee and Virginia:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100	State, 1st Lien	1,602,000					
Chicago, Burlington & Quincy:							Endorsed by State of Tennessee	200,000					
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	118	1st Mortgage (after State)	100,000					
" " " " " " " "	3,034,000	8	"	"	1883	120	Redeemable in Stock	66,950					
Plain Bonds, dated Sept. 20, 1880	755,000	7	March & Sept.	"	1890		Eaton and Hamilton:						
2d Mortgage, Inconvertible	935,500	4	July.	Frankfort, M.	1890		1st Mortgage	757,734	†			var.	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867		Erie and North-East:						
Central Military Tract, 1st Mort.	106,000	7	"	"	1864		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	'61-'70	
" " " 2d Mort.	83,000	8	May & Nov.	"	1868		Florida:						
" " " Plain	25,000	8	March & Sept.	"	1876		Internal Improvement (State)	1,655,000	7			1891	
Chicago and Alton:							Free Land, 2d Mortgage	1,500,000	8			1891	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	100	Florida and Alabama:						
1st Mortgage prof. S. F.	600,000	7	April & Oct.	"	1877	100	Internal Improvement (State)					1891	
Income Bonds	1,100,000	7	May & Nov.	"	1882	90	Free Land, 2d Mortgage					1891	
Chicago and Milwaukee:							Florida, Atlantic and Gulf Centr.						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99	Internal Improvement (State)	300,000	7			1891	
Real Estate	183,994	7			1898		Free Land, 2d Mortgage	200,000	8			1891	



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Description.	Amount.	Interest.	Interest.				Description.	Amount.	Interest.	Interest.			
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.
Galena and Chicago Union :							Memphis and Ohio :						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	112	State [Tenn.] Loan	1,340,000	6				
1st Mortgage (Extended)	871,000	7	" "	" "	1882	112	Michigan Central :						
2d Mortgage (S. F.) Coupon	1,846,000	7	May & Nov.	" "	1876	101	1st Mortgage Sterling	487,489	6	Jan. & July.	London.	1873	98
Great Western, Ill. :							1st Mortgage S <sup>g</sup> (convertible)	500,000	8	March & Sept.	" "	1869	84
1st Mortgage Western Division	1,500,000	10	April & Oct.	New York.	1893	106	1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	121
" Eastern	1,550,000	7	Feb. & Aug.	" "	1865	102	1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	123
Hannibal and St. Joseph :							Mich. Southern and N <sup>o</sup> Indiana :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	84	Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1890	100
Land Security	5,000,000	7	April & Oct.	" "	1881	85	Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Convertible Bonds	1,290,000	7	Jan. & July.	" "	1883		Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	49	Michigan Southern, conv.	16,000	7	" "	" "	1863	85
Harrisburg and Lancaster :							Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112	Jackson Branch	81,000	7	" "	" "	1865	88
Hartford and New Haven :							Goshen Air Line	701,000	7	" "	" "	1868	105
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Detroit and Toledo	812,000	7	" "	" "	1876	105
Housatonic :							1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	109
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877		2d General Mortgage	2,666,500	7	" "	" "	1877	104
Houston and Texas Central :							Milwaukee and Beloit :						
State (1st Lien) Loan	210,000						1st Mortgage	630,000	8				
Mortgage	125,000	7					Milwaukee and Chicago :						
Hudson River :							1st Mortgage	400,000	8	Jan. & July.	New York.		107
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	111	2d Mortgage	200,000	8	" "	" "		
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	113	Milwaukee and Horicon :						
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	135	1st Mortgage	420,000	8				10
Convertible	1,002,000	7	" "	" "	1867	403	2d Mortgage	600,000	8				
Illinois Central :							Milwaukee and Prairie du Chien :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868		1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	102
Construction	11,619,500	7	April & Oct.	London.	1876		Minnesota and Pacific :						
Construction	3,104,000	6	" "	New York.	1875	122	Real Estate	1,200,000	7	Jan. & July.	" "	1892	
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865		1st Mortgage	350,000	7	" "	" "	1883	
Indiana Central :							Mississippi Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		1st Mortgage	1,007,363	7				
2d Mortgage	364,000	10	" "	" "		110	Mississippi Central and Tenn. :						
Income	20,500						State (Tenn.) Loan	629,000	6				
Indianapolis and Cincinnati :							Mississippi and Missouri :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106	1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage	400,000	7	" "	" "	1862	100	2d Mortgage (S. F.)	400,000	8		" "		
Real Estate Mortgage	200,000	7			1858	68	Oskaloosa Division	500,000	7		" "		
Ind., Pittsburg and Cleveland :							1st Land Grant	2,000,000	7		" "		61
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		2d Land Grant	700,000			" "		
2d Mortgage	314,000	7	" "	" "			Mississippi and Tennessee :						
Indianapolis and Madison :							Tennessee State Loan	98,000	6			1885	
Mortgage	661,000	7	May & Nov.	New York.	1881	83	Mississippi State Loan	202,799	6				
Jeffersonville :							1st Mortgage	171,000	7			1876	
1st Mortgage	187,000	7	March & Sept.	New York	1861	75	Mobile and Ohio :						
2d Mortgage	392,000	7	April & Oct.	" "	1873	70	City (Mobile) Tax Loan	400,000	6				
*Kennebec and Portland :							Tennessee State Loan	674,860	6				
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870		Alabama State Loan	389,410	6				
2d Mortgage	230,000	6	" "	Augusta.	1861		Income	1,508,070	6	Jan. & July.	New York.	'61-'67	
3d Mortgage	250,000	6	" "	" "	1862		Sterling	878,036	6			1883	
*Kentucky Centr. (Gov. and Lex.)							Mississippi State Loan	200,970	6				
1st Mortgage	160,000	6					Montgomery and West Point :						
1st Mortgage	290,000	7					Alabama State Loan	122,622					
2d Mortgage (convertible)	1,000,000	7					Mortgage (due 1860, '63 and '65).	350,000	6			var.	
3d Mortgage	600,000	7					Mortgage	450,000	8			1866	
Guaranteed by Covington	200,000	6					Muscogee :						
Cincinnati (exchanged)	100,000	6					1st Mortgage	240,000	7				
Keokuk, Ft. D. Moines and Minn.:							Nashville and Chattanooga :						
City of Keokuk, 20 years	400,000	8					Mortgage (State endorsed)	1,500,000					
City of Keokuk, (special tax)	150,000	10					Chat. and Cleve. Subsc. (endors.)	231,000					
Keokuk, Mt. Pleasant and Muscat.							*New Albany and Salem :						
Lee County	150,000	8					Crawfordsville	175,000	7				
City of Keokuk	200,000	8					1st Mortgage	500,000	10				
La Crosse, Viroqua & Mineral Pt.:							1st Mortgage	2,235,000	6				
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888		N. Hav., N. Lond. and Ston'ton :						
Lehigh Valley :							Mortgage	450,000	7	March & Sept.	New Haven.	1861	
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	103	2d Mortgage	200,000	6	Jan. & July.	" "	1868	
La Crosse and Milwaukee :							Extension	116,000	6	May & Nov.	" "	1878	
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		80	New Haven and Northampton :						
2d Mortgage (Eastern Div.)	1,000,000	7					1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Land Grant (Western Div.)	4,000,000	7	Jan. & July.	New York.		44	New Jersey :						
2d Land Grant (Western Div.)	353,000	7				44	Company's (various)	688,000		Semi-ann'y.	New York.	var.	102
3d Mortgage (whole road)	1,700,000	7				44	New London Northern :						
Unsecured Bonds	1,785,000	7					1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
Lexington and Frankfort :							N. Orl's, Jackson and Gt. North.:						
Mortgage, due 1864, '69 and '74	120,000	6					State (Miss.) Loan	255,000	5			'68-'78	
Little Miami :							1st Mortgage Coupon	2,995,000	8	Jan. & July.	New York.	1896	
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105	N. Orl's, Opelousa, and Gt. West.:						
Long Island :							Louisiana State Loan	641,000	6				
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100	New Orleans City Subscription	1,500,000	6				
Extension Bonds	175,000	7	May & Nov.	" "	1890	101	1st Mortgage (S. F.)	566,000	8			1889	
Long Dock Co. :							New York Central :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882		Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	106
Mortgages on Land	473,809	7	" "	" "			Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	117
Louisville and Frankfort :							Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	102
Louisville Loan	100,000		Jan. & July.	New York.	1881		Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	101
1st Mortgage	224,000		" "	" "	'63-'78		Real Estate Bonds	235,775	6	" "	" "	1883	101
Louisville and Nashville :							Bonds of June, 1854	2,000,000	7	June & Dec.	" "	1864	100
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92		New 20 years (S. F.) Bonds	1,000,000	6	" "	" "	1883	
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883		Convertible Bonds	781,000	7	Feb. & Aug.	" "	1870	132
Lebanon Branch 1st Mortgage	400,000	7			var.		New York and Erie :						
Memphis Branch 1st Mortgage	300,000	7			var.		1st Mortgage	8,000,000	7	May & Nov.	New York.	1867	108
McMinnville and Manchester :							2d Mortgage	4,000,000	7	March & Sept.	" "	1879	118
State (Tenn.)	872,000	6					3d Mortgage	6,000,000	7	" "	" "	1883	112
Mortgage	24,000	7					4th Mortgage	5,100,000	7	April & Oct.	" "	1880	110
Mortgage	10,000	6					5th Mortgage	1,791,500	7	June & Dec.	" "	1886	110
Marietta and Cincinnati :							Buffalo Branch	200,000	7	Jan. & July.	" "	1891	
1st Mortgage Bonds	185,669	7	Feb. & Aug.	New York.	1891	90	New York and Harlem :						
1st Mortgage Sterling	87,818	7	" "	" "	1891		1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Memphis and Charleston :							2d Mortgage	1,600,000	7	Feb. & Aug.	" "	1864	108
State Tenn.] Loan	1,100,000	6				1880	3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
1st Mortgage	1,900,000	7					New York and New Haven :						
Memphis, Clarkesv. and Louisv.:							Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1886	107
State (Tenn.) Loan	910,000	6					Mortgage Bonds Coupon	1,088,000	6	April & Oct.	" "	1879	

## AMERICAN RAILROAD BOND LIST.

\* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
N. York, Providence and Boston:							Racine and Mississippi:						
1st Mortgage	\$232,000	6	Feb. & Aug.	New York.	73-78		1st Mortgage (Eastern Division)	\$680,000	8		New York.		
North Carolina:							1st Mortgage (Western Division)	757,000	8		"	1875	36
State Loan	5,000,000	6					Raleigh and Gaston:						
North-Eastern (S. C.):							Coupon	100,000				1862	
1st Mortgage	700,000						Richmond and Danville:						
2d Mortgage	224,500						State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
North Central:							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866		Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	
Md. State Loan (Irredeemable)	1,500,000	6					Richmond, Fred. and Potomac:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870		Sterling (£87,000)	324,000	6			1860	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Richmond and Petersburg:						
Y. and O. guar. by Balt. 3d Mort.	500,000	6	"	"	1877		Coupon	150,000				1875	
N. C. Contract, 2d Mort.	800,000	6	Ja. Ap. Ju. Oc.	"	1875		Rutland and Burlington:						
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	101½	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	66
North (Ogdensburg):							2d Mortgage	937,500	7	"	"	1863	23½
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	97½	3d Mortgage	440,000	7	"	"	1863	3
2d Mortgage	3,077,000	7	"	"	1861	23	Sacramento Valley:						
North Missouri:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	72-87	90	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
North Pennsylvania:							Sandusky, Dayton and Cincinnati:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	98½	1st Mortgage	697,000	7			1866	
Chattel Mortgage	360,000	10	"	"	1887	120	2d Mortgage	1,000,000	7			1875	
North (N. H.):							Six per cents	422,324	6			1878	
Bonds due 1864 and 1874	230,700	6	April & Oct.	Boston.	64-74	104	Sandusky, Mansfield and Newark:						
North and Worcester:							1st Mortgage	1,230,000	7	Jan. & July.	New York.	1866	30
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		Saratoga and Whitehall:						
Bonds for Dividend Scrip	100,000	7	"	New York.	64-74		1st Mortgage	250,000	7	April & Oct.	New York.	1858	
Steamboat Bonds	200,000	7	Feb. & Aug.	"	63-70		1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1866	
Ohio and Mississippi (O. and Ind.):							Seaboard and Roanoke:						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872		1st Mortgage	300,000	7			1880	
2d Mortgage	255,000	7	April & Oct.	"	1880		2d Mortgage	75,000	7			1870	
Construction	4,242,000	7	March & Sept.	"	1876	17	Dividend Bonds	129,083	7			1873	
Income	3,320,000	7	May & Nov.	"	1881		South Carolina:						
Orange and Alexandria:							State Loan	187,000	6			1868	
1st Mortgage	400,000	6	May & Nov.	New York.	1866		Sterling	187,332	6			1863	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		Sterling	2,000,000	5		London.	1866	
2d Extension	600,000	6	May & Nov.	"	1872		Southern Mississippi:						
Pacific (Mo.):							1st Mortgage	500,000					
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	71-87	90	South-Western (Ga.):						
State Loan (S. W. Branch)	1,288,000	6	"	"	87-89		1st Mortgage	631,000				1875	
Construction	3,235,000	7	"	"	85		*Springfield, Mt. Vern. and Pittsb.:						
Panama:							1st Mortgage	500,000					
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100	2d Mortgage	450,000					
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		*Steuern, and Ind. (P. C. and C.):						
Pennsylvania:							1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	107½	2d Mortgage	900,000	7	"	"	1885	
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106	St. Louis and Iron Mountain:						
2d Mortgage Sterling	2,126,400	6	"	London.	1875		State (Mo.) Aid	3,501,000	6		New York.		90
State Works Bonds	7,000,000	6	Jan. & July.	Harrisburg.	1864	106½	St. Louis City Subscription	500,000					
Penobscot and Kennebec:							St. Louis County Subscription	1,000,000					
Bangor City 1st Mortg. (Coupon)	750,000	6	April & Oct.	Boston.	74-76		Sunbury and Erie:						
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876		1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
3d Mortgage (Coupon)	156,000	6	March & Sept.	"	1871		Mortgage (half to State)	7,000,000	6	Jan. & July.	"	75-78	
Peoria and Oquawka:							Syracuse, Binghamton and N. Y.:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873		St. Louis, Alton and Terre Haute:						
Petersburg and Lynchburg (S. Side):							1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1864	101
State (Va.) Loan (S. F.)	800,000	7					" " (series B)	1,100,000	7	April & Oct.	"	1864	
1st Mortgage (1859-70-75)	365,000	6					2d " " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	91½
2d Mortgage (1862-70-72)	378,000	6					" " " (series D)	1,400,000	7	May & Nov.	"	1894	
Special Mortgage (1865-68)	175,000	6					" " Income (series E)	1,700,000	7	"	"	1894	82½
Last Mortgage (1861 to 1869)	132,500	8					Tennessee and Alabama:						
Phila. German'n and Norris'n:							State (Tenn.) Loan	814,000					
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	Terre Haute and Richmond:						
Convertible Loan	292,500	6	"	"	1885	119	1st Mortgage (convertible)	171,000	7	March & Sept.	New York.	1866	
Philadelphia and Reading:							Toledo and Wabash:						
Bonds of 1836 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	101
" 1836	192,000	5	"	"	1880	103	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	
" 1849	3,084,600	6	April & Oct.	"	1870	106	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	86
" 1861	273,000	6	Jan. & July.	"	1871	109	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
" 1843	1,531,300	6	"	"	1880	106	Interest Bonds	245,700	7				90
" 1844 (convertible)	863,000	6	"	"	1880	122	*Vermont Central:						
" 1845	124,000	6	"	"	1880	110½	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	87½
" 1849	83,000	6	"	"	1880	110	2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	20
" 1857	3,417,000	6	"	"	1886	116	Virginia Central:						
" 1858	1,470,000	7	"	"	1886	126½	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Phila., Wilmington and Baltimore:							Mortgage (coupons)	198,000	5	"	Richm'd &	1872	
Mortgage Loan	2,400,500	6	Jan. & July.	Philadelphia.	1884	131	Mortgage (coupons)	926,000	6	"	New York.	1884	
Improvement	88,600	6	May & Nov.	Boston.	1863		Virginia and Tennessee:						
Pittsburg and Connellsville:							State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1880		1st Mortgage	500,000	6	"	New York.	1872	80
Pittsb'g, Ft. Wayne and Chicago:							2d or Enlarged Mortgage	1,000,000	6	"	"	1884	20
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	106½	Balt Works Br. Mort. due '58-'61	203,000	6	"	Lynchburg.	var.	
" (series B)	875,000	7	Feb. & Aug.	"	1912		Warren (N. J.):						
" (series C)	875,000	7	Mar. & Sept.	"	1912		1st Mortgage	563,500	7	Feb. & Aug.	New York.	1875	
" (series D)	875,000	7	April & Oct.	"	1912		Warwick Valley, N. Y.:						
" (series E)	875,000	7	May & Nov.	"	1912		1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
" (series F)	875,000	7	Jun. & Dec.	"	1912		2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
2d " (series G)	860,000	7	Jan. & July.	"	1912	100½	Watertown and Rome:						
" (series H)	860,000	7	Feb. & Aug.	"	1912		Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
" (series I)	860,000	7	Mar. & Sept.	"	1912		Western (Mass.):						
" (series K)	860,000	7	April & Oct.	"	1912		Sterling (£899,900)	4,319,520	5	April & Oct.	London.	62-71	
" (series L)	860,000	7	May & Nov.	"	1912		Dollar Bonds	850,000	6	"	Boston.	1875	106
" (series M)	860,000	7	June & Dec.	"	1912		Albany City Bonds	1,000,000	6	Jan. & July.	"	66-70	
3d " "	2,000,000	7	April	"	1912	87½	Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876		Elmira and Williamsport:						
Chicago Depot Bonds	297,763	6	May & Nov.	Chicago.	1865		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	108½
"	30,420	5	May & Nov.	"	1865		Wilmington and Manchester:						
Pittsburg and Steubenville:							1st Mortgage	606,000	7	May & Nov.	New York.	1866	66½
Mortgage	500,000	7	Feb. & Aug.	New York.	1865		2d Mortgage	200,000	7	"	"	1872	
Potomac and Watertown:							Wilmington and Weldon:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-74		Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Quincy and Chicago:							Sterling, issued in 1856	144,500	6			1868	
1st Mortgage	1,300,000				1873		Company's endorsed by State.	160,000	6			1873	



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nll." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.						
	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. Road leased, etc.	Mileage run by locomotives with trains.		Gross.		Dividends.	Price of shares.	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	M.	M.			Gross.	Net.					
ALABAMA.																									
30 Jun. '00	65.0				50.6			Alabama and Florida	1,451,336				877,963	503,500	105,255	1,515,704	54.0				101,102		37,866		
23 Feb. '59	30.3				58.1	2	2	Alabama and Mississippi	461,505	30,991			385,010	109,500	21,632	518,968	30.3				55,791		31,852		
31 May '60	109.6				57.8	11	9	Ala. and Tennessee Rivers	2,281,927	184,906			1,067,006	777,777	240,486	2,476,023	109.6				207,626		111,232		
30 Jun. '59	57.0				171.3			Mobile and Girard	1,500,000								57.0		236,791		76,773		21,006		
1 Apr. '61					67.2	1	2	Mobile and Great Northern	590,216				600,431			600,431									
1 May, '61	469.3	13.5			49.4	40	28	Mobile and Ohio	12,000,000											1,402,858		606,370			
29 Feb. '60	88.5	28.4				23	14	Montgomery and West Point.	1,388,718	427,265	100,000	1,419,769	922,022	23,579	2,582,506	116.9				506,156		260,269	6		
1 May, '61					209.5			North East and South West																	
ARKANSAS.																									
30 Nov. '58					301.4			Cairo and Fulton																	
					107.5			Memphis and Little Rock	553,877				351,524	446,000	10,725	811,949									
CALIFORNIA.																									
30 Dec. '60	22.5							Sacramento Valley	1,493,850				793,850	700,000		1,498,850	22.5				220,251		104,594		
CONNECTICUT.																									
1 Feb. '63	23.8				8.2	4	5	Danbury and Norwalk	344,475	66,483			307,010	100,000		418,525	23.8			47,301	61,546	26,019	5		
30 Sep. '62	122.4				15.0	75.1	16	20	241 Hartford, Provid. and Fishkill	3,902,356	302,511		1,936,740	2,037,500	211,574	4,443,684	122.4			229,088	101,402	126,918			
31 Aug. '63	61.4	1.6			64.5	18	21	302 Hartford and New Haven	3,260,095	254,000		141,706	2,350,000	927,000		4,181,255	73.0			404,297	953,459	169,153	17	142	
31 Dec. '62	74.0				8.9	11	17	256 Housatonic (preferred)	2,439,775				2,000,000	240,000	61,872	2,626,236	124.0				284,485	70,187	4		
31 Dec. '62	57.0				1.3	7	11	175 Naugatuck	1,210,899			11,850	1,031,800	358,050	26,924	1,594,661	62.0				206,420	97,700	6		
31 Dec. '62	62.0				2.6	6	12	209 N. Haven, N. London and Ston.	1,454,040			200,000	1,358,588	760,000	156,429	1,644,967	62.0			127,390				117	
31 Dec. '62	75.9	8.8			7.2	3	3	New Haven and Northampton	1,774,455	38,023			1,010,000	660,000		1,812,475	operated by N. Y. & N. H.								
31 Dec. '62	66.0				6.9	7	7	91 New London Northern	677,552				602,162	75,528		696,827	66.0			156,906	151,731	38,766	5	90	
31 Mar. '63	61.3	1.0			63.8	23	74	407 New York and New Haven	4,643,832	712,498			3,000,000	2,000,000		5,764,362	117.4		518,810	1,086,437	454,096	12	121		
30 Nov. '62	59.4	7.0			8.5	15	17	313 Norwich and Worcester	2,463,983	140,711	214,100	2,122,600	799,300	9,298	3,064,967	66.4			294,173	353,664	158,927	92			
DELAWARE.																									
31 Oct. '60	84.3				10.7			Delaware	1,552,257				406,132	870,000	271,877	1,607,684	84.3			156,681	188,970	41,406			
31 Oct. '62	16.2							Newcastle and Frenchtown	704,800		18,535		744,520		5,024	749,544	5.0				27,238	10,290	9		
FLORIDA.																									
30 Apr. '60	154.2				150			Florida																	
30 Apr. '60	32.0				3.0	13.0	3	6 Florida and Alabama	532,791	30,536			191,435	195,000	75,894	619,112	32.0				7,957	8,535			
30 Apr. '60	59.9				5.0			Flo., Atlantic and Gulf Central																	
30 Apr. '60	100.0	3.9			10.0	153.5		Pensacola and Georgia																	
GEORGIA.																									
30 Jun. '60	86.7				16	7	124 Atlanta and West Point	1,192,389				1,250,000	126,000		1,597,385	86.7				418,080	265,827	8	125		
30 Sep. '59	92.6				8.7	70.9		Atlanta and Gulf-M. Trunk																	
31 Dec. '60	53.0							Augusta and Savannah	1,032,200				738,700	129,500		868,200	53.0				168,988	96,612			
30 Apr. '60	43.5				23.7			Brunswick and Florida	755,000				151,887			906,887	43.5								
30 Nov. '60	191.0				53	62	697 Central of Georgia (and Bank)	4,366,800				4,366,800			6,590,173	229.0		879,468		1,715,025	764,574	10			
31 Mar. '60	171.0	61.0			19	16	171 Georgia (and Bank)	4,156,000		1,003,650		4,156,000	312,500		8,123,343	232.0			1,159,188	528,043	8	100			
30 Nov. '60	102.5				7	2	107 Macon and Western	1,600,000				1,600,000		12,296	1,658,976	102.5		226,241		404,618	212,676	19	72		
31 July '59	50.0				7	2	107 Muscogee	774,244	162,534			669,950	249,000		1,026,888	50.0				202,714	110,516	8			
1 May, '58	68.1				3	4	33 Savannah, Albany and Gulf	1,386,634	52,374			1,275,901	10,200	180,621	1,473,140	71.6									
31 July '60	106.1	100.8			18	22	201 South Western	3,770,425				2,921,900	396,500	19,913	3,822,913	106.1					388,853	13			
30 Sep. '59	138.0				52	24	706 Western and Atlantic	5,901,497				built and own'd by State.				138.0				532,343	464,541				
ILLINOIS.																									
31 Dec. '62	220.0				35	38	712 Chicago and Alton	8,117,539				4,244,222	4,100,000	167,877	8,721,057	220.0			976,381	1,225,001	457,794				
30 Apr. '63	138.0				73	49	1,249 Chic., Burlington and Quincy	6,444,452	1,400,361	4,438,510		5,738,640	6,102,594		13,179,500	263.0		1,308,146		2,412,821	1,206,039	8	123		
31 Dec. '58	45.0				6	14	101 Chicago and Milwaukee	1,799,894	67,889	120,000		988,000	762,800	188,095	2,050,095	45.0		14 mo.	338,282	135,284		70			
1 Apr. '63	242.0				29.0	36	23	705 Chicago and Northwestern	12,326,859	510,983		3,731,316	8,335,000	226,641	13,147,136	242.0			1,038,054	448,603		494			
31 Mar. '63	181.5				61	57	960 Chicago and Rock Island	7,069,728				5,605,000	1,467,000		7,743,039	228.4		1,030,884		1,529,141	513,100	6	144		
10 Nov. '62	33.2							Fox River Valley	580,000				580,000			33.2				84.0					
31 Dec. '62	140.0	80.4			66	63	1,369 Galena and Chicago Union	3,108,705	1,311,917	248,560		6,028,400	3,835,000		10,551,145	341.7		1,420,341		1,777,541	834,905	6	112		
31 May, '63	174.5	5.5			21	22	504 Great Western	4,039,561				1,648,561	2,350,000		4,214,342	180.0				742,697	377,476	4	127		
31 Dec. '62	262.5				112	94	2,335 Illinois Central	27,676,671				16,824,390	16,060,500		36,071,630	262.5		2,561,192		3,445,827	1,870,723	4	127		
	148.0				81.5			Illinois River																	
	46.6							Ohio and Mississippi	4,870,586				1,750,295	3,292,403			148.0								
	129.0							Peoria and Bureau Valley						600,000				oper. by Chic. & R. Is.		125,000					
	186.0							Peoria and Hannibal																	
31 Dec. '62	100.0							Peoria and Oquawka	5,400,000			1,589,889	2,200,000		2,000,000	100.0			oper. by Bur. & Quincy.						
	1.							Quincy and Chicago	1,978,555				800,000	1,200,000		2,000,000	100.0		oper. by Chic. & R. Is.						
31 Dec. '62	189.0	14	12.2		31	30	424 St. Louis, Alton & Terre Haute	10,400,000				3,700,000	6,700,000		10,400,000	203.0			1,117,693	568,020		64			
INDIANA.																									
30 Aug. '57	109.0				73.0			Cincinnati and Chicago	2,090,433				1,106,679	1,006,125			109.0								
31 Aug. '57	109.0							Cincinnati, Peru and Chicago				2,750	986,061	1,219,100	51,772	2,283,748	109.0				249,867	119,342			
31 Dec. '62	72.4				19	17	266 Evansville and Crawfordville	1,267,039	274,081	26,641	611,030	1,254,500	15,900	2,102,761	109.0				442,893	155,511		73			
31 Dec. '58	99.8	20.2			23	19	313 Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,939,900	1,367,284	140,689	3,485,108	10.0				448,856	220,824	9	87			
31 Dec. '62	84.0							Ind., Pittsburg and Cleveland	1,879,850		10,000	838,971	991,400	11,036	2,193,839	84.0				450,079	217,333				
31 Dec. '62	75.0				15	14	201 Jeffersonville	1,549,518		278,334	1,015,907	621,000		2,175,223	108.0		312,959		527,363	263,156					
	59.4							Lafayette and Indianapolis	1,850,000				2,000,000	600,000		2,000,000	64.0								
31 Mar. '63	86.0	46.0	3.0		17	10	263 Indianapolis and Madison	1,433,812				772,812	661,812		1,538,763	132.0				285,974	104,951				
	2886																								



### RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.				Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.			
					Engines.	Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.			
																				No.	No.	No.
M.	M.	M.	M.	No.	No.	No.																
MAINE.																						
30 Nov. '02	56.0				0	4	74	Androscoggin	1,050,000				151,833	444,638		205,584	757,381	36.5	76,844	79,761	43,461	
30 Jun. '02	149.0		25.0		41	17	84	Atlantic and St. Lawrence	6,788,206	887,734		2,494,900	3,068,491			7,933,475	149.0	oper. by	Gd. Tr.	Loss		
30 Jun. '01	12.1		2.0		4	8	46	Bangor, Oldtown and Milford	244,726			135,000	3,472,000		40,570	244,726	12.5		30,930	91,487		
30 Sep. '01	68.0	9.5	8.0		12	11	120	Kennebec and Portland	2,871,284			1,287,779		271,143	2,990,998	109.6	199,953	172,115	174,022			
31 May, '08	92.7	9.5			13	20	231	Maine Central	4,211,878		21,925	1,050,860	3,008,491	139,352	4,259,303	109.2	186,240					
31 Dec. '09				14.0				Penobscot	328,412		178,014	180,497	300,000		75,000				238,197	170,276	0	
31 May, '08	51.8				10	4	108	Portland, Saco and Portsmouth	1,494,792		100,000	1,500,000			1,632,446	51.8			56,408	25,404		
31 May, '09	37.0							Somerset and Kennebec	783,768			169,200	556,600			37.0						
31 May, '01	18.6			33.5				York and Cumberland	1,000,000			370,000	450,000		270,000	1,000,000	18.5					
MARYLAND.																						
30 Sep. '00	279.6	7.2			235	124	3,272	Baltimore and Ohio	21,314,042	3,604,781	3,579,907	13,118,902	10,781,833	566,070	51,241,011	286.8			3,922,208	2,305,788	6	
30 Sep. '00	30.0				7	88	167	Washington Branch	1,650,000			1,650,000			1,824,806	39.0	187,427	462,880	290,840	9		
1 Dec. '02	138.0	4.0	10.4		51	28	1,547	Northern Central	7,635,009	774,568	466,138	2,290,000	5,150,000	402,054	9,888,621	165.0	940,558	1,920,641	927,341	45		
MASSACHUSETTS.																						
30 Nov. '02	21.2		2.1					Berkshire	500,000	100,000		600,000			800,000	21.2			42,000	42,000	7	
30 Nov. '02	26.7	1.8	43.0		21	37	602	Boston and Lowell	2,245,148	183,345		1,830,000		440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	63	
31 Mar. '03	74.8	8.8	51.1		33	72	484	Boston and Maine	3,890,350	400,463	496,908	4,076,974			5,026,396	119.3	680,540	945,980	450,302	8		
30 Nov. '02	47.0	7.0	32.5		25	40	209	Boston and Providence	2,952,600	207,400		3,160,000		122,720	2,462,989	61.8	685,121	702,222	355,362	8		
30 Nov. '02	44.6	24.0	60.1		30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000		93,654	5,555,584	85.6	664,117	1,006,130	490,304	8		
30 Nov. '02	46.0	1.1	2.7		7	16	102	Cape Cod Branch	907,760	123,865		681,684	141,600		1,085,974	52.4	75,219	102,927	50,053	6		
30 Nov. '02	50.0	2.4	8.9		12	19	176	Connecticut River	1,614,386	187,568		1,591,100	250,000		1,900,919	89.0	170,013	268,162	133,554	6		
30 Nov. '02	44.2	30.5	25.2		26	54	413	Eastern	8,012,207	315,105	264,102	2,853,400	1,912,600	30,000	4,766,000	21.2	56,482	65,901	15,103	97		
30 Nov. '02	19.9	1.3	3.5					Essex	742,592	4,416		299,108	280,261	184,760	764,119	34.4	342,542	680,580	254,146	6		
30 Nov. '02	50.9	42.5	74.5		23	36	646	Fitchburg	3,189,851	350,149		3,540,000			3,829,541	29.4	33,739	38,588	4,619	6		
30 Nov. '02	14.0		2.8		4	4	36	Fitchburg and Worcester	294,774	40,226		219,232	64,100	5,846	289,772	29.8	27,424	16,344	1,233			
30 Nov. '02	29.8		3.0		3	8		Hampshire and Hampden	577,933	23,748		292,951	803,014		606,681	12.4		21,780	21,780	6		
30 Nov. '02	12.4		2.3		2	4	26	Lowell and Lawrence	332,895	30,275		200,000	75,000	11,752	802,401	71.0	145,515	188,183	46,540	5		
30 Nov. '02	14.6		17.2		11	19	387	Nashua and Lowell	558,919	96,684		600,000			800,000	36.7	42,262	134,178	45,893	8		
30 Nov. '02	20.1	1.5	1.1		5	14	74	New Bedford and Taunton	602,760	54,214	14,000	500,000	300,000		140,902	597,386		oper. by	B. & M. Co.			
30 Nov. '02	27.0		2.4					Newburyport	697,386			220,340	28,900		175,672	1,019,373	25.0	53,654	44,589	9,653	20	
30 Nov. '02	29.6		0.6	8.0	3	4	18	N. York and Boston Air Line	822,484	46,289		293,701	550,000		4,187,740	102.1	388,585	580,150	312,031	6		
30 Nov. '02	78.6	7.8	26.5		24	64	435	Old Colony and Fall River	3,008,445	354,503		3,455,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6		
30 Nov. '02	18.7		0.7		1	2		1 Pittsfield & N. Adams, guar.	482,430	11,247		485,000			450,000	18.7	24,960	43,142	23,677	6		
30 Nov. '02	43.4	1.0	14.9		13	18	352	Providence and Worcester	1,409,086	292,815		1,600,000	97,000		1,697,000	44.4	206,064	327,457	161,357	4		
30 Nov. '02	16.9		1.7					Salem and Lowell	351,470	82,543		243,503	226,900	464	471,170	ope. r. by	B. & M. Co.	17,500	4			
30 Nov. '02	11.5		0.4		2	9	17	South Shore	462,587	39,225		259,655	150,000	1,456	631,715	11.5	22,218	64,425	26,484	16		
30 Nov. '02	21.9		1.1					Stoughton and Pittsfield	444,900	4,100		448,700			448,700	ope. r. by	Ho. usaton.	31,409	7			
30 Nov. '02	11.1	0.6	1.2		3	10	70	Taunton Branch	250,000			250,000			239,740	11.7	51,210	134,018	23,376	9		
30 Nov. '02				36.5				Troy and Greenfield	1,756,370			923,810	979,308	42,352	1,945,470	ope. r. by	T. & B.		126			
30 Nov. '02	69.3	8.0	5.5		11	13	180	Vermont and Massachusetts	3,300,567	207,843		2,214,225	990,525		3,516,900	77.3	112,242	216,065	115,241	39		
30 Nov. '02	156.1	17.3	126.6		73	61	1,179	Western (Incl. Alb. & W.S. etc.)	10,122,764	1,096,712		6,150,000	6,412,472	218.0	1,257,201	2,095,922	934,564	8				
30 Nov. '02	46.7		9.3		10	12	145	Worcester and Nashua.	1,147,944	123,353		1,141,000	141,500	1,130	1,356,645	45.7	164,245	200,744	92,970	5		
MICHIGAN.																						
1 Jan. '02	17.3			2.7	2	1	100	Bay de Noquet and Marquette.				built and equip. ed by Gr. Tr. R. Co. of Canada										
30 Sep. '02	57.0							Chlo. Detroit & Can. G.T. June.				8,270,623	647,596	2,950,000	4,250,000		9,008,369	188.0		340,896		
30 Sep. '02	189.0							Detroit and Milwaukee.														
								Flint and Pere Marquette.														
				183.0	98	85	1,569	Grand Rapids and Indiana.														
31 May, '03	284.8		28.4		83	110	1,108	Michigan Central	13,806,876			6,057,436	7,969,489		14,834,956	329.8	1,448,558	2,946,560	1,074,200	8		
31 Mar. '03	246.0	281.0			89.8			Mich. S't'n & N't'n Indiana	13,613,924	1,644,259	1,058,252	9,018,200	9,527,078		18,545,278	527.0	2,060,637	2,813,831	1,461,276	8		
								Port Huron and Milwaukee.														
MINNESOTA.																						
31 Dec. '02	14.6			608.5	2	2	10	Minnesota and Pacific	1,400,000				1,550,000									
31 Dec. '02				190.0				Southern Minnesota					575,000									
31 Dec. '02				114.0				Minneapolis and Cedar Valley					600,000									
31 Dec. '02				268.0				Minnesota Transit					500,000									
31 Dec. '02				79.0				Root River Valley														
MISSISSIPPI.																						
30 Apr. '00	236.0				25	22	336	Mississippi Central	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,899	236.0			684,342	328,092		
31 Oct. '09	71.4				27.8	7	41	Mississippi and Tennessee	1,254,594	159,018		798,255	456,949	275,000	1,974,444	59.7			176,462	116,433		
31 Dec. '08	83.2				60.4			Southern Mississippi	2,750,000			1,000,000	1,400,000			83.2			250,047	121,659		
MISSOURI.																						
31 Dec. '02	87.0		2.8	61.0				Cairo and Fulton	1,213,497			500,000	650,000			37.0			438,544	258,544	48	
31 Dec. '02	204.8		13.2		31	19	420	Hannibal and St. Joseph.	11,369,702	1,022,301		1,782,886	10,571,000			203.8						
31 Dec. '02	68.7		17.7	68.0	21	26	307	North Missouri	6,398,778	504,983		2,459,207	4,350,000			168.8			444,440	182,895		
31 Dec. '02	52.0		3.6					Platte County	1,200,000			500,000	700,000			52.0						
28 Feb. '03	196.0		14.4	87.3	34	30	420	Pacific	11,162,870	662,617		3,488,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398			
28 Feb. '03	77.0		3.9	206.0				South-Western Branch	4,775,786	116,883		71,513	4,500,000			114.0	98,371	241,482	128,886			
30 Sep. '02	86.5	3.6	8.2		16	13	219	St. Louis and Iron Mountain.	5,331,498	344,165		1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	263,236	66,269			
NEW HAMPSHIRE.																						
31 Mar. '02	23.1							Ashuelot.	506,000			245,018	150,000	109,982	506,000	ope. r. by	Con. n. River	1,690				
31 Mar. '03	85.5		5.6		14	10	232	Boston, Concord and Montreal	2,850,000			1,800,000	1,050,000		2,992,686	93.5		247,279	124,406			
30 Nov. '02	63.6				11	11	602	Cheshire (preferred).	2,889,713			2,085,592	803,700		3,049,738	63.6	263,324	298,056	104,645	48		
30 Nov. '02	28.																					



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			Price of shares.	
	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trackage.	Gross.		Dividends.		
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Borrowed and Mortgage Debt.	Floating Debt.	Gross.				Net.				
																				M.			M.
30 Sep. '02	2.0			137.0	1		10	New York.															
30 Sep. '02	11.5			21.5			60	Albany and Susquehanna	1,044,914	6,367	891,575	200,000	8,500	1,100,075									
30 Sep. '02	48.9			2.8			60	Albany and Vermont	600,000		600,000												
30 Sep. '02	14.8			2.8			60	Atlantic and Great Western	2,250,277	85,207	687,872	1,607,500	25,568	2,320,940									
30 Sep. '02	5.4			6.4			28	Blossburg and Corning	498,217		250,000	250,000		324	498,217								
30 Sep. '02	14.5			6.4			28	Broadway (Brooklyn)	164,521	71,515	200,000	27,500											
30 Sep. '02	23.3			26.9			22	Brooklyn Central and Jamaica	675,687	119,225	492,050	252,100	62,967	807,217									
30 Sep. '02	5.3			5.3			25	Brooklyn City	1,020,370	312,136	1,000,000	170,000	10,000	1,382,506									
30 Sep. '02	142.0			13.0			402	Brooklyn City and Newtown	297,628		346,000	140,000	8,000	900,000									
30 Sep. '02	68.3			14.5			399	Buffalo, New York and Erie	3,188,461	160,677	850,000	2,426,714	136,547	3,682,852									
30 Sep. '02	10.5			4.5			30	Buffalo and State Line	2,277,838	508,576	1,977,950	949,000		2,926,950									
30 Sep. '02	6.3			4.5			30	Coney Island and Brooklyn	501,364		493,800		7,000	508,800									
30 Sep. '02	46.8			2.9			20	Eighth Avenue (New York)	874,128	64,237	800,000			938,365									
30 Sep. '02	44.0			190.290			226	Elmira, Jefferson & Canand.	500,000		500,000			500,000									
30 Sep. '02	144.0			4.0			65	Erie	39,956,292		19,973,200	19,831,500	480,665	40,285,565	633.0	4,582,369	7,868,975	2,962,542					
30 Sep. '02	96.0			2.5			14	Hudson River	10,749,863	1,363,951	3,758,466	9,383,750	298,424	13,420,640	148.0	1,152,545	2,637,529	1,269,954					
30 Sep. '02	297.8			258.1			239	Long Island	2,667,162	361,312	1,852,718	782,462		15,213	2,928,474	100.5	226,611	213,457	104,137	2	42		
30 Sep. '02	130.7			2.1			32	New York Central	27,063,951	5,646,977	791,065	24,209,000	884,411	42,869,880	654.9	5,692,223	10,877,631	1,064,969	7	187			
30 Sep. '02	98.6			1.04			32	New York and Harlem	9,385,740	650,804	5,717,100	6,996,951	69,136	11,781,297	130.7	1,171,297	1,641,003	468,698					
30 Sep. '02	5.0			6.0			42	Niagara Bridge and Canand.	1,000,000		1,000,000			1,000,000									
30 Sep. '02	118.0			3.8			28	Ninth Avenue (New York)	851,174	24,600	795,330	22,000		875,774	5.0	779,830	89,498	19,429					
30 Sep. '02	36.9			2.2			6	Northern (Ogdensburg)	4,091,455	728,524	4,571,900	1,494,900		6,066,800	118.0	341,704	492,433	176,733					
30 Sep. '02	25.2			2.0			7	Oswego and Syracuse	698,935	116,629	396,340	208,500	10,875	815,161	36.9	76,623	140,34	77,550					
30 Sep. '02	172.1			17.5			22	Rensselaer and Saratoga	742,980	157,048	610,000	241,750		900,028	27.2	509,922	276,76	66,345	4	96			
30 Sep. '02	21.0			1.6			11	Rome, Water'n & Ogdensb'g	3,932,378	386,305	1,499,100	1,923,000	64,292	3,486,392	172.1	480,684	148,227	52,253					
30 Sep. '02	40.9			6.6			8	Saratoga and Schenectady	480,684		300,000	65,000		480,684	incl.	in Re. & Sar.	148,227	52,253					
30 Sep. '02	8.0			8.0			61	Saratoga and Whitehall	824,622	77,586	500,000	375,000	6,837	882,357	8.0	111,286	148,227	52,253					
30 Sep. '02	4.0			4.4			89	Second Avenue (New York)	996,516	135,567	650,000	460,000	42,500	1,142,500	4.0	1,891,600	338,083	83,235	10	185			
30 Sep. '02	12.0			0.4			2	Sixth Avenue (New York)	877,694	209,623	750,000	25,000		1,089,317	12.0	60,277	280,871	172,757					
30 Sep. '02	81.0			7.6			12	State Island	267,106	36,448	63,192	193,687	70,919	327,708	81.0	2,944,457	580,736	62,978	12	240			
30 Sep. '02	3.0			8.5			112	Syracuse, Binghamton & N.Y.	1,262,540	2,654	1,200,130	1,640,757	103,570	2,944,457	3.0	2,944,457	580,736	62,978					
30 Sep. '02	34.9			3.7			10	Third Avenue (New York)	1,652,709	104,321	1,170,000	400,000		1,767,029	8.5	2,000,000	580,736	62,978					
30 Sep. '02	18.5			2.7			125	Troy and Boston	1,371,576	198,987	605,911	805,500	271,097	1,686,508	18.5	247,898	271,158	184,968					
30 Sep. '02	2.1			2.1				Troy and Rutland	462,500		825,000	180,000		462,500	oper. by	V. Co.	271,158	184,968					
30 Sep. '02	34.9			2.6			39	Troy Union	752,601		30,000	680,000		752,601	oper. by	the 4 Comp's	71,899	6,387					
30 Sep. '02	94.9			6.4				Utica and Black River	862,089		811,560			862,089	34.9	61,344	103,953	36,572					
31 May '00	223.0							NORTH CAROLINA.	2,157,505		1,545,225	400,000	276,372	2,419,401	94.9	223.0	206,917	108,541					
30 Sep. '00	161.5						23	Atlantic and North Carolina	4,235,000		4,000,000			4,000,000	97.0		469,468	219,688					
30 Sep. '00	161.9						24	North Carolina	1,240,241		973,300	126,200		1,100,000	161.9	2,984,506	469,468	219,688					
15 Mar. '00	81.0			3.0			192.5	Raleigh and Gaston	2,862,737		232,900	1,130,470	1,045,000	51,300	2,984,506	171.9	323,069	477,564	235,201	8			
31 Dec. '02	118.2						17	Wilmington and Manchester	2,862,737		107,000	1,340,213	791,058	102,891	3,114,954	171.0	323,069	477,564	235,201				
1 Aug. '01	137.0						41	Wilmington and Weldon	2,000,000		4,700	290,212		70,860	864,072								
31 Dec. '02	118.2						17	Western North Carolina	613,231		866,939			77,294	3,876,268	118.2	541,150	234,320					
1 Aug. '01	137.0						41	Atlantic and Great Western	3,030,584		11,000	1,859,813	1,169,000	2,125	3,876,268	137.0	699,716	230,551					
31 Mar. '00	60.3						22	Bellefontaine and Indiana	5,795,508	922,670	106,133	1,628,356	3,673,000	1,120,458	6,510,432	141.0	877,704	464,415	10	120			
31 Dec. '00	30.0						69.1	Central Ohio	2,933,788	451,933	91,947	2,155,800	1,234,000	3,998,193	30.0	382.0	304,168	190,745	19,180				
1 May '00	131.8						31.0	Cine. and Indianapolis Junc.	6,250,341		2,441,178	3,602,000	228,973	6,454,130	131.8	926,678	1,724,917	1,083,637	20	176			
31 Dec. '02	135.4			55.8			29	Cine., Wilmington and Zanesv.	4,230,777	723,116	74,010	5,000,000	610,000	6,454,130	135.4	248,387	375,209	228,651	45				
31 Dec. '02	97.0						18.0	Cleveland, Columbus and Cin.	2,558,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	97.0	484,297	1,551,628	975,923	38	180		
1 Dec. '02	6.5			1.2			31	Cleveland and Mahoning	3,452,143	590,344	3,300,000	1,500,000		4,800,000	6.5	1,436,317	552,800	111					
30 Nov. '02	101.0			102.5			46	Clev., Painesville & Ashtabula	7,836,094		3,832,712	4,324,660	94,329	8,251,646	101.0	7,810,868	1,361,637	747,562	4	137			
31 May '00	109.2			79.4			32	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	7,810,868	109.2	608,371	68,128	19,763					
31 Dec. '02	61.4			53.0			5	Cleveland and Toledo	1,574,693		399,673	575,250	632,438	61.4	76,130	84,000	17,760						
31 Dec. '02	72.0			31.0																			

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			Price of shares.		
	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Cars.				Property and Assets.					Liabilities.					Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.		Earnings.	
					Engines.	Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.								
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. C.			
PENNSYLVANIA, (Continued.)																								
31 Oct. '02	28.2		1.9		37	110	680	Philadelphia and Trenton	562,422	51,460		999,200	250,000		1,249,200	28.2	102,364	432,351	228,844	8	173			
31 Oct. '02	95.9		34.8		10	14	630	Phila., Wilmington and Balt.	6,979,924	744,426	351,129	5,620,500	2,578,000		9,508,406	200.5	582,615	2,250,862	1,080,995	9	074			
31 Oct. '02	69.5		6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202		1,763,122	1,500,000	110,417	3,501,833	72.0	194,000	129,918	50,379	8	874			
31 Dec. '02	468.3		59.7		121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,738,853			5,709,592	12,835,173	312,399	19,451,676	468.3	2,694,467	3,745,311	1,802,895					
31 Oct. '02	64.0	1.1	5.5		7	4	66	Schuylkill and Susquehanna	1,197,774	*		1,269,150	97,000	8,405	1,374,555	65.5	82,809	79,618	9,335					
31 Oct. '02	9.0	15.2	15.0					Schuylkill Valley	678,050			678,050			678,050		oper. by	Ph. & R.	5		39			
31 Oct. '02	28.0		6.2		5	1	489	Shamokin Valley & Pottsville	1,173,773	112,824		600,000	791,597	5,659	1,297,256		57,923	159,534	99,000					
31 Oct. '02	29.6		2.5		4	4	401	Tioga	719,914	77,999		97,550	395,500	65,826	797,913	29.6	81,934	134,783	97,832	9	43			
31 Dec. '02	20.4		3.0		6	11	23	Westchester and Philadelphia	1,387,074			683,431	958,209	8,000	1,644,639	26.4	105,800	141,101	79,544		12			
RHODE ISLAND.																								
31 Aug. '03	60.0		2.0		12	17	108	N. Y., Providence and Boston	2,155,000	*		1,508,000	266,800			62.0	297,700	415,309	199,155	6	121			
30 Nov. '02	13.6		0.5		4	3	7	Providence, Warren & Bristol	424,943	13,299		4,37,917	8,500			13.6	23,954	25,594	6,739					
SOUTH CAROLINA.																								
31 Dec. '02	13.2	1.5		182.4	2		20	Blue Ridge	2,126,589			1,916,515	217,577		2,134,092	13.2								
31 Dec. '02	54.9			47.4	4	8	21	Charlotte and Savannah	801,615	34,372	250,000	706,385	195,266	197,905	1,099,536	54.9								
31 Dec. '02	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	584,000		1,785,000	109.6		283,263	151,536	6				
— '03	40.3							Cheraw and Darlington	400,000	*		400,000			400,000									
1 Jan. '03	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,000	1,145,000	245,540	2,918,554	143.2		841,190	125,971					
31 Aug. '02	22.5							Kings Mountain	196,230			200,000			200,000	22.5					5			
31 July '03	32.0							Laurens	543,403	*		400,000	106,218		578,729	32.0		27,598	8,527					
28 Feb. '03	102.0							North-Eastern	2,011,562	*		985,743	960,410	108,172	2,067,325	102.0		230,014	96,145					
31 Dec. '00	185.0	106.0			62	69	790	South Carolina					2,643,833				1,499,636	701,943		7				
31 July '00	26.1			41.9				Spartanburg and Union								26.1								
TENNESSEE.																								
30 Sep. '00	47.6							Central Southern (Tenn.)	1,021,489	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187					
1899					12	10	171	Edgemoor and Kentucky	867,947			333,204	612,000	60,900		30.0	29,945	9,359	7,486					
1899			1.8		10	10	128	East Tennessee and Georgia	3,637,397	*		1,289,673	2,020,000	200,000		140.0		318,718	187,466					
1899			8.0		10	10	128	East Tennessee and Virginia	2,310,033	166,264		536,654	1,902,000	390,407		130.3	150,142	297,806	149,167					
1899		19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	875,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0		1,635,096	873,597					
1899		16.0	20.0		9	9	242	Memphis and Ohio	2,259,287	141,144		670,000	1,261,000	145,000										
1899		30.6	55.3					Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000											
1899		40.1	7		4	6	119	Mississippi and Tennessee	1,137,400	*		798,255	554,949	519,518		59.4	69,870	177,256	60,029					
1899		59.0			4	6	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	54,175	88,129	44,696					
1899		47.4		2.3	12	2	81	McMinnville and Manchester	533,807	56,316		144,894	406,000	5,000		34.2	30,065	23,808	13,892					
30 Nov. '00	34.2		7.9		99	17	819	Nashville and Chattanooga	3,632,882			2,056,544	1,731,000		159.0		734,118	387,334	8					
1899		149.7	44.0					Nashville and Northwestern																
1899		45.8	4.2	11.7	5	6	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,953	87,243					
1899		50.0	0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248						
TEXAS, (all aided by State).																								
— '03	32.0							Buffalo Bayou, Braz. & Col'do								32.0								
— '00	56.0							Galveston, Houston & Henderson								56.0								
— '00	50.0	1.5	75.0		2	1	40	Houston and Brazoria	1,250,000			275,000	240,000	171,563		50.0	31,300	32,670						
1 May '00	70.0	6.0	280.0		7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000		70.0	102,200	182,846	196,568					
— '00	25.0		110.0					San Antonio & Mexican Gulf								25.0								
— '00	28.0		756.3					Southern Pacific								28.0								
VERMONT.																								
31 Aug. '03	110.3		6.6		8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647		1,280,400	300,000		90.7	99,639	208,867			80				
31 Aug. '02	119.6		18.0		20	18	548	Rutland and Burlington	3,989,708	556,275		2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280					
31 Aug. '02	62.5		4.0		12	9	192	Rutland and Washington	950,000	221,683		1,097,000			62.5	138,299	140,836	24,579						
31 May '02	117.0	2.0	24.0		41	86	889	Vermont Central	3,402,055	*		5,000,000	3,500,000	1,500,000		174.5	679,877	713,418	191,486		756			
30 Jan. '02	47.0	8.5	6.1					Vermont and Canada	1,678,500			1,678,500			1,678,500		ope. by Vt. Central			4	1024			
30 Jan. '02	28.7		0.9		3	6	39	Vermont Valley	1,212,274	89,612		616,164	793,200	110,146		23.7	53,041	45,273	7,187					
30 Jan. '02	69.0	5.5	3.6					Western Vermont	1,085,500	*		382,000	700,000			ope. r.h. Troy & Bost.		55,852						
VIRGINIA.																								
1 Aug. '00	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,013	36,188	88,131	1,534,194									
30 Sep. '00	77.8	8.9	2.8	106.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	703,094	136,302	43,062					
30 Sep. '00	76.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,590,124	590,610	165,161	9 months	79.2	47,702	54,121	16,332					
30 Sep. '00	108.5							Northwestern Virginia	5,322,150			468,605	5,719,229			103.5	345,427	248,004	loss		8			
30 Sep. '00	88.3	63.4	10.0		16	16	176	Orange and Alexandria	2,063,355	2,517,500		2,063,355	2,517,500	500,056		167.7	270,846	450,427	222,214					
30 Sep. '00	123.3	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	374,096		1,385,300	1,851,600	292,842	4,745,256	123.3		410,166	201,844					
30 Sep. '00	59.2	21.3			14	17	181	Petersburg and Roanoke	1,223,526			883,200	102,500	5,799	1,486,527	80.5		326,554	213,852	74				
30 Sep. '00	140.5	2.7	12.0		28																			



## New York Stock Exchange.

Actual Sale Prices for the week ending January 27.

Th 21. F. 22. Sat 23. M. 25. Tu. 26. W. 27.

American Coal Co.	104	93				
Buffalo, N. Y. & E. I. M.						
California 7s			124			
Canton Co.	35 1/2	36 1/2	39 1/2	38 1/2	38 1/2	
Central Am. Transit.	38	37		36	36	
Chicago & Alton	86	88 1/2	89	87 1/2	86 1/2	
" " pref.	94	95		96 1/2	96	
" " 1 M.					100 1/2	
" " Inc. b'ds.						
Chicago, Burl. & Q.	126	126	125	125	126	
" " 8 p.c.						
Ohio & Northwest	50	49 1/2	48	48 1/2	48	
" " pref.		67	63		63	
" " 1st M.	93 1/2	94		94	95	
" " 2d M.	79 1/2	77 1/2		76 1/2		
" " S. F.						
" " A. B.						
" " I. B.	95					
Chicago & Rock Isl.	148	149 1/2	149	146	143	144 1/2
" " 1st M.	70					
Clev. Col. and Cin.						
Clev. and Pittsburg	115 1/2	117 1/2	117	114 1/2	110 1/2	111
" " 1 M.		103	103			
" " 2 M.						
" " 3 M.						
" " 4 M.						
Clev. and Toledo	140	139 1/2	138 1/2	138 1/2	137	
" " S. F. 7 p.c. 107						
Cumberland Coal, pref. 48		48 1/2	50	49 1/2	48 1/2	50
Del. & Hudson Canal	176	176		177	177	
Del., Lack. & West.						
" " 1 M. 8 p.c. 71 1/2						
" " 2 M. 8 p.c. 81						
Erie	108 1/2	108 1/2	108 1/2	107 1/2	107 1/2	107 1/2
" " pref.	104 1/2	102 1/2	102 1/2	102 1/2	101 1/2	102
" " 1 M. 7 p.c. 87						
" " 2 M. 7 p.c. 79			118			
" " 3 M. 7 p.c. 88 1/2					112	
" " 4 M. 7 p.c. 80	110 1/2					
" " 5 M. 7 p.c. 88	110 1/2		110			
Ga. and Ohio	115 1/2	115 1/2	114 1/2	113	111	112 1/2
" " 1 M. 7 p.c. 63						
" " 2 M. 7 p.c. 75						
" " 1 M. Ex. 82			112			
Hann. & St. Jo. pref.						
" " bonds						
Hudson River	143	141	141	139 1/2	138 1/2	139 1/2
" " scrip.			94	93		
" " 1 M. 7 p.c. 69						
" " 2 M. S. F.						
" " 3 M. 7 p.c. 75						
" " conv. bonds						
Illinois Central scrip.	131 1/2	130 1/2	130 1/2	129 1/2	126	127 1/2
" " full stock			118	117	114	
" " Can. b'ds.	119	119	115			
" " bonds	121	121			122	
Marionetta & Cin. 1st pref. 65	64 1/2					
" " 2d						
Mariposa Mining Co.	36 1/2	36 1/2	30	25	27	26
Michigan Central	139	138	136 1/2	135 1/2	130	133 1/2
" " S. F. 8 p.c. 82						
" " conv. 8 p.c. 69			121			
M. S. and N. I.	87 1/2	89	89	88	87 1/2	88
" " guard.						
" " 1 M. S. F.					133	
" " 2 M.	104 1/2				109	
Mil. and P. du Chien	61 1/2		59	56 1/2	58	
" " 1st pref.						
" " 2d pref.						
" " 1st M.						
Minnesota Mining Co.	71		70	71	71	
Miss. & Mo.	45	43	40 1/2		47 1/2	
" " L. G. bonds. 62						
Missouri 6s			68 1/2		68 1/2	
" " iss. to H. & St. J. R.	84 1/2					
N. J. Central 1st M.						
" " 2d M.						
New York Central	137 1/2	137	137 1/2	136 1/2	134 1/2	137 1/2
" " 7s, 1864						
" " 7s, S. F. 76			117 1/2			
" " 7s, conv. 76						
" " 6s, S. F. 83	108		106			
N. York & Harlem	96	96	99	99 1/2	99	105
" " pref.			105			
" " 1 M. 7 p.c. 73			108 1/2		108	
" " 2 M. 7 p.c. 64						
" " 3 M. 7 p.c. 87						
Norwich & Worcester		92				
Ohio & Miss. cer.	36 1/2	36 1/2	37	37	36 1/2	36 1/2
Pacific Mail S. S. Co.	229	231	229 1/2		226	
Panama		222				
Penn. Coal Co.						
Phila. and Reading	117	116 1/2	116 1/2	115	116	
Pitts. Ft. W. & Chicago	87 1/2	87 1/2	87 1/2	86 1/2	87	87 1/2
" " 1 M.						
" " 2 M.			100 1/2			
" " 3 M.	88	87 1/2				
Quicksilver Mining Co.	56 1/2	56 1/2	56	55 1/2	54 1/2	49
St. L., Alton & T. H.	63	63	64 1/2	64	62	64 1/2
" " pref.	77		77		75	
" " 1 M.					101	
" " 2 M. pref.			91 1/2			
" " Inc. b'ds.	82 1/2					
Tennessee 6s, 1890		57 1/2				
Toledo & Wabash	61	59	56 1/2	55	57 1/2	
" " pref.	73					
" " 1 M.						
" " 1 M. ex.	102 1/2	101 1/2			101	
" " 2 M.	86 1/2	85	86			
" " Int. b'ds.						
Virginia 6s						

## New York Stock Exchange.

Actual Sale Prices for the week ending January 27.

Th 21. F. 22. Sat 23. M. 25. Tu. 26. W. 27.

Federal Bonds:						
U. S. 5s, 1871, reg.						96
U. S. 5s, 1871, coup.						
U. S. 5s, 1874, reg.						
U. S. 5s, 1874, coup.						100
U. S. 5s, 1886, coup.	139				138	
U. S. 5s, 1881, reg.	105	105 1/2			105 1/2	105 1/2
U. S. 5s, 1881, cou.	106	106 1/2			106 1/2	106 1/2
U. S. 5s, '81, O. W. L. y.						
U. S. 5s, 1881, " ay.	101 1/2					
U. S. 5s, 1867, reg.	106					
U. S. 5s, 1867, coup.						
U. S. 5s, 1868, reg.						
U. S. 5s, 1868, coup.						
U. S. 5s, 1 year cert.						
U. S. 5s, " new 97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
U. S. 5s, 5-20s, coupon 102 1/2	103	104 1/2	104	103 1/2	103 1/2	
U. S. 5s, " reg.						
7.30 Notes, Feb. & Aug.						107 1/2
" " Ap'l & Oct. 106 1/2	107 1/2	107 1/2			107 1/2	
American Gold	156 1/2	156 1/2	156	157 1/2	158	157

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending January 26.

W. 20. Th 21. F. 22. Sat 23. M. 25. Tu. 26.

Beaver Meadow	80 1/2	80 1/2	80			
Cattawissa	19	19 1/2	19 1/2	19 1/2	23 1/2	
" " preferred	41	40 1/2	41	41	40 1/2	42 1/2
Camden & Amboy	160				159	
" " 6s, '87						
" " 6s, '70						
" " 6s, '75	103	103				
" " 6s, '83	103					
" " 6s, '89	105				105	
Ches. & Del. Canal 6s '86						
Del. Div. Canal						
Kimira & W. import.						
" " pref.						
" " 7s				105		
" " 10s						
Harrisburg						
Lehigh Navigation	60	60 1/2	60 1/2		60 1/2	
" " 6s	104 1/2				105	
" " scrip. 40 1/2	49		47		49	
Lehigh Valley R. R.					93	
" " scrip.						
" " 6s					104 1/2	
Little Schuylkill R. R.		48 1/2		48 1/2		
" " 7s		107	107			
Long Island		107				
" " 6s						
Minehill	60	60		60 1/2	60 1/2	
Morris Canal						
" " pref.						
" " 6s '78						
North Pennsylvania	29 1/2	29	29	29 1/2	29 1/2	
" " 6s		94		95 1/2		
" " 10s						
Pennsylvania R. R.	73 1/2	73		72 1/2		
" " 1st m. 107 1/2		107	107	107	107 1/2	
" " 2d m.		105 1/2			106	
Penn. State, 5s				95	95	
" " 5s, coupon						
" " 6s						
Philadelphia City, 6s	101	100 1/2		101 1/2	100 1/2	
" " new	104	104	104	104	104	
Philad. Germ. & Nor.				56 1/2		
Phila. & Reading	58 1/2	58 1/2	58 1/2	58 1/2	58	57 1/2
" " 6s, '86				116		
" " 6s, '70, 105						
Philadelphia & Erie	37 1/2	36 1/2	36 1/2	36 1/2	36 1/2	
" " 6s					103	
Philad. & Sunbury, 7s						
Schuylkill Navigation	20 1/2	20			19 1/2	
" " pref. 34 1/2	34 1/2	34	34	34		
" " 6s '82 86	86 1/2	86	86 1/2		86 1/2	
" " 6s '76						
" " 6s '72		100				
Sunbury and Erie, 7s						
Susq. Canal	18			17 1/2	18	
" " 6s '78				62 1/2	62 1/2	
" " scrip.						
Union Canal, pref.	6 1/2	6 1/2	6		6 1/2	
" " 6s '83	28			28 1/2	28	
West Br. Canal 6s '78						
Wyoming Valley Canal						
Arch street, (Horse) 32	32				32	33
Chestnut & Wal.						
Green & Coates, "					43 1/2	
Race and Vine, "		20 1/2	21	21 1/2		21
2d and 3d streets, "		80				
Spruce & Pine, "	13 1/2					13 1/2

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending January 26.

W. 20. Th 21. F. 22. Sat 23. M. 25. Tu. 26.

Baltimore City 6s, 1875, 108 1/2			105 1/2	108 1/2	109 1/2	
" " 1886						
" " 1870						
" " 1890, 109 1/2				109 1/2	109 1/2	
Balt. and Ohio	104	104		103 1/2		
" " b'ds, '62					103	
" " " '67						
" " " '75						
" " " '80						
" " " '85, 107 1/2				107 1/2		
Northern Central	44	45		45	45 1/2	
" " b'ds, '85, 101 1/2						
" " " '95						

## Boston Stock Exchange.

Actual Sale Prices for the week ending January 27.

Th 21. F. 22. Sat 23. M. 25. Tu. 26. W. 27.

Boston and Lowell	108	103				
Boston and Maine	120					
Boston and Providence	133 1/2					
Boston and Worcester	140		147		145 1/2	
Cheshire, pref.	48					
Concord	62					
Connecticut River						

merely the convenient instruments to perpetuate power in the hands of a few at the expense of the many. In Europe there is no particular purpose in Government but this. All its policy at this moment turns upon the private interests of four or five persons, as for example, the Emperor of France, the Emperor of Austria, the King of Prussia, the King of Denmark and some of the petty princes who claim by divine right the smaller inheritances of duchies and principalities. Now it is impossible that any system can be permanently prosperous and peaceful where such influences involve millions of subjects in war, without their consent, and large expenditures of money, and this taken from populations already poor by former as well as present exactions. There is not one of the principal countries in Europe which really has any surplus moneys in its treasury, or is ever likely to pay off its national debt as we twice have done. On the contrary, we are yet in our infancy, have never known till now what taxation really is, possess a growing vigor and strength, have continental power and resources, gold and silver in measureless quantities, and the most energetic, industrious and daring population in the world, enjoying the greatest contentment. The engagements of such a nation as ours must stand in the front rank of securities, and nothing remains but to conclude the war, and they will stand at the head of the stock lists in any commercial mart of the world. The conviction of their value will increase with our successes, of which the nations whether they like it or not, will have to be the witnesses. We therefore look to such a demand for our national securities as will raise their price, and by-and-by shift amounts of specie from the old to the new world in sufficient quantities to make our currency equivalent to gold.

Besides all this, we must not forget that the Money Market of London and Paris continues in an unusual state of disturbances. The Bank of England is again losing its bullion reserves, and the Bank of France is compelled to issue fifty franc bills to mitigate the pressure upon its metallic resources.

The latest arrivals bring us the news of an increased stringency in money in the principal European capitals. The drain of specie to the East is enormous, and as we think we showed in the last number of the JOURNAL, on English authority, cannot be easily met. There are no four hundred millions of dollars within the control of the cotton speculators, to liquidate and pay their Indian and Egyptian contracts. All that can be spared even for Brazil, which is a creditor country of England at this moment, taxes the financial ability of the English houses in that trade, and what they export in specie there does not come back.

Then again the affair of the Duchies grows more serious, and it is the opinion of the leading foreign journals that a war is at hand, which by its combinations will end in a general one. As Europe thus plunges once more into bloodshed and expenditure for the support of dynastic interests, we are emerging from our trials with unabated strength and resolution. To say that this will not bear upon the question of our national stability and credit, is to ignore every principle which actuates the business conduct and calculations of men.

The relations of gold to our currency are the only embarrassing ones with which we have really to deal. It may be pertinaciously insisted by the *London Times*, for the sake of depreciating our industrial strength, that we have lost half a million of our brave men in the field, but the officially stated fact is, that the whole number killed in battle is less than 30,000, and if we add to those permanently disabled by wounds, a hundred thousand more, we must remember that the foreign immigration the past year has more than made up those losses, and a still larger number of our native born have emerged from youth to manhood, and stepped forward to take their place among the industrious and producing classes.

We have as it were taken a bond of fate to indemnify us for all our losses, personal, pecuniary and political, and must come out of this contest, as no other nation ever did from any of their own.

Gold has risen and fallen the last week, and as a commodity, will fluctuate with the supply and demand. No doubt the agents of the foreign bankers have instructions to send abroad every dollar they can raise, and we believe they are stretching their credit to do so. This is the only country from which gold can be readily and promptly obtained by foreign merchants and bankers, or where the surplus, and often useless products of other countries, and even the refuse of their mills can be disposed of for cash. The readiness to buy on our part is an indication of the plentifulness of money, the enlarging tastes and wants of our people, natural to a condition of unprecedented prosperity, and the prevailing desire of all classes to enjoy their money's worth, and make the most of life.

It has been rumored that Mr. Chase has proposed a plan of permitting importers to pay their duties in currency, to be taken by the Treasurer at its market equivalent for gold. So that the Treasury will be in fact a seller of gold, fixing the price to the importers at the daily rates. This is a proposition which it was our chance to suggest to Mr. Chase nearly a year ago. The effect, however, is not fully determinable, for while it would lessen the street demand for the article, it would also leave a smaller sum to manage in the hands of the combination which now keeps up the price, and make it more easy to be handled, to the disadvantage of buyers for exportation. To this it may be replied, that the Secretary of the Treasury having the largest quantity on hand, and thus the power to undersell the street, could break down the prices at its pleasure, and having broken them down, could repurchase for the purpose of providing for its interest at rates even lower than those at which it commuted with the duty paying importers. There is not a particle of doubt, that if the associated banks in this city chose to do so, they could at any time by suddenly putting five or ten millions of gold on the street, break down the price and buy in again at rates to ensure a large profit. If this plan was once adopted, no outside combination could possibly maintain itself in keeping up the present prices. Money continues to be dear, and balances are carried by the stock operators at often as high a rate as 1 per cent. a month. All this we think a favorable symptom of a return to an equalization of our currency to specie.

We have previously noticed the singular fact, that the banks have held more specie than legal tenders, so that the inflation is in this instance purely a theoretical one. It is also worthy of notice that the price currents of provisions, and many staple articles in the Western cities are not more than a half, or two-thirds, of what we pay for them here. This is particularly true of the great Western City of Cincinnati, and it is evident therefore, the currency has not been inflated much there, as the prices quoted are in some cases no greater than they were when gold was the standard.

The Share Market has been feverish, yet the general tendency in railways is upward. The leading roads are doing so well and their condition appears to be so stable, that the public confidence in their future appears to be unabated. Thus we see whatever may be the temporary decline in the price in the street, there generally comes a rally which takes them back again to their previous rates. It is understood that the one year legal tender notes are shortly to make their appearance. They are to bear 5 per cent. interest, payable at the end of the year. These notes are to be paid out directly on the disbursements of the Government, because the small denominations of greenbacks are very difficult to be had. The new National bank notes without reference to their locality, are also being paid out by the Government when obtainable in small denominations. The condition of the Treasury is strong, its balances here being \$27,000,000 in currency, and \$15,000,000 in gold.

The demand for money is active. Exchange for the Wednesday steamer was 171-72, which is relatively lower than gold at 157, 158, thus showing that there are parties here who will sell exchange whether at a profit or not, doubtless the result of instructions from abroad. Our exports for the last week ending on Tuesday were \$2,753,412 against \$4,235,591 the same week last year, and \$2,009,767 same week in 1862.

Our readers will find an interesting table in this week's issue, giving the details of our commerce with Brazil, from 1821 to 1861.

It appears that in 1850, the most favorable year for us, we exported to that country in values, \$6,280,255, and imported \$21,214,803. There is no doubt that with steam communication we could largely increase our exports, since there has arisen an unusual demand in Brazil for our manufactures of the metals, agricultural implements and machines, owing to the rapid extension of the area and improvement of its cotton, sugar, and coffee lands. The present ruler of Brazil is very anxious to have closer commercial relations with the United States than ever, since his difficulties with England. All we have to do is to place four of our fastest wooden navy steamers on the route between New York and Rio, and the current of correspondence and trade would set in our favor. It is useless, however, to recommend any such measures to a Congress absorbed in political squabbles.

We are pleased to announce that the whole amount of the five hundred millions of 5-20's has been taken up, almost entirely by the people of this country, and indeed a surplus was subscribed which could not be supplied, to the extent of sixteen millions of dollars. They are quoted at



108%, a proof of popular confidence worthy of notice, and very suggestive of our financial strength. It is not yet determined by the State of Pennsylvania, whether the interest due on its public debt on the 1st of February shall be paid in gold or currency. Our own State has discriminated in similar cases by paying foreign holders in coin. We think it would be a wise policy in our sister State to follow this example. The loss of the premium to be paid, is nothing in comparison with the importance of sustaining its credit abroad, as it will afford another proof of the good faith which the North at least, has hitherto preserved with our foreign creditors.

The Connecticut war loan of \$2,000,000, has been awarded at 101 for the whole amount to M. Ketchum & Co. Portions of the subscription were made at better rates, and some dissatisfaction is naturally expressed at the award.

The banks of this city which have hitherto refused to pay the State tax on their capitals, under the claim of exemption by a law of Congress, which released from taxation the capital of those invested in United States stocks, have been compelled to pay up under a compulsory process issued by our tax commissioners, supported by a recent law of our State Legislature and a decision of the Supreme Court. The payment has, however, been made under protest, to await the decision of the Court of Appeals where the question yet remains for a final decision.

A bill has been introduced into the House of Assembly, authorizing a consolidation of the Harlem and Central Railroads, and it is said on the suggestion of the former only. We have frequently pointed out the immense advantage this would be to both companies, as it will give them a continuous and great trunk line, and no doubt be a profitable arrangement for both.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—Illinois War Loan, 99@100½; Brooklyn City 6s Water Loan, 106½; McGregor Western 1st mort., 91@93; Illinois coupon 6s, 1879, 100½; North Carolina 6s, 50; Kentucky 6s, 100; N. Y. City 6s, 1887, 108; Atlantic and Great Western 1st mort., (Ohio div.,) 94; N. Y. Central 6s, 1887, 108; Peninsular R. R. 1st mort., 80; Wyoming Valley Coal, ex. div., 82; Bucks Co. Lead, 1½; Quartz Hill Mining, 9@10½; Copake Iron Mines, 11¼@12½; Merchants' Bank, 106; National Bank, 104; Bank of Commerce, 101¼; American Exchange Bank, 108¼; St. Nicholas Bank, 101½; Mechanics' Bank, 111½; City Bank, 145; Mechanics Banking Ass., 100; Market Bank, 102; Chatham Bank, 102; Importers and Traders' Bank, 100½; Hanover Bank, 98; Continental Bank, 100¼; Park Bank, 125; New Haven and Hartford R. R., 200.

**Philadelphia.**—Elmira Chattle 6s, 75½; Cleveland and Mahoning 7s, 100½; Chester Valley, 5½; Huntington and Broad Top, 30; do., scrip, 75; Camden and Amboy mort. 6s, 105; 10th and 11th streets, R. R., 50; 13th and 15th streets, 34; 17th and 19th streets, 11¾; West Philadelphia R. R., 70½; Girard College, 26½; Ridge Avenue, 20½; Allegheny Co. coupon 6s, 72; Fulton Coal, 4½; Penn. Mining, 9; Union Canal, 3¾; Locust Mountain, 84; New Creek, 1½; Big Mountain, 7¾; Green Mountain, 6¾; N. Y. and Mid. Coal

Fields, 9½; Shamokin Valley, 40; Hazleton Coal 68; Bank of North America, 154; Mechanics' Bank, 27; Consolidated Bank, 32½; Girard Bank, 46; Northern Liberty Bank, 68; First National Bank, 110; City Bank, 52½; Reliance Insurance, 60; Del. Mut Ins., 32. The latest quotations are: City 6s, 101@101½; do., new, 104@104½; State 5s, 95@95½; Reading, 57½@57¾; do., 6s, 1870, 105@106; do., 1886, 115@116; Camden and Amboy, 158@160; Pennsylvania R. R., 72½@72¾; do., 1st mort., 107½@108; do., 2d mort., 105½@106; Little Schuylkill R. R., 47@48; Morris Canal, 62½@70; do., pref., 132@132½; bonds, 104½@105; do., 2d mort., 100½@102; Susquehanna Canal, 17½@18; do., 6s, 62@62½; Sch. Nav., 19¾@20; do., pref., 34@34½; do., 6s, 1882, 86½@87; Union Canal pref., 4½@5; do., bonds, 28@28½; Delaware Div. Canal, 36@37; do., bonds, 94@97; Elmira and Williamsport, 37@38; do., pref., 51@53; do., 7s, 1873, 104@106; Beaver Meadow, 80@80½; Harrisburg, 72@72¾; Long Island R. R., 42¼@43; Lehigh Coal and Navigation, 60@60¼; do., scrip, 49@49¾; North Pennsylvania, 29½@29¾; do., 6s, 93¾@94; do., 10s, 120@121; Philadelphia and Erie, 36¾@37; do., 6s, 102½@103; Minehill, 60@60½; Catawissa, 23¾@24; do., pref., 42¼@42½; Lehigh Valley, 92¾@93½; do., bonds, 103½@104½; Fifth and Sixth streets, (horse,) 58@60; do., 7s, 105@106; Second and Third, 78½@79½; Race and Vine, 20@22; West Philadelphia, 70@71½; Spruce and Pine, 13@13¾; Green and Coates, 44; Chestnut and Walnut, 59@60; Arch, 31½@33; Thirteenth and Fifteenth, 32@34; Seventeenth and Nineteenth, 11¾@12; Girard College, 26½@27; Tenth and Eleventh, 49½@50; Norristown, 56¾@57; Lombard and South, 17½; Ridge Avenue, 20@21.

**Boston.**—Michigan Central 8s, 1869, 121; Vermont Central 1st mort., 87½; Conn. and Pass. River R. R. bonds, 1876, 99¾; Northern (Ogdensburg) 1st mort., 97¼; do., 2d mort., 23; Rutland 1st mort., 66; do., 3d mort., 4; Troy and Greenbush guar. 7s, 53½; Cape Cod Br. R. R. 62¼; Mad River and Lake Erie R. R. 3¾; Grand Junction 1st mort., 73¼; Old Colony and Fall River 5s, 1867, 98¾; Cambridge R. R. 6s, 100; Rhode Island 6s, 1882, 104¾; Maine 6s, 1883, 105; Vermont 6s, 1871, 102¾; do., 1876, 105; Bath 6s, 1870, 103¼; Boston 5s, 1878, 110; do., 1865, 128; Albany 6s, (W. R. R. guar) 106½; Augusta 6s, 1870, 102½; Chicago 7s, municipal, 106¾; Cambridge, Horse R. R. 124; Somerville, horse, 31¾; Chelsea, horse, 47½; Union Steamship Co., 155; Cary Imp. Co., 10½; Boston and Roxbury Mill, 54¼; Lorbey Coal, 72; Franklin Coal, 124¼; East Boston Co., 14; Boston Water Power Co., 46½; Essex Co., 96; Waverly Co., 2¾; Chelsea Gas, 96; Malden and Melrose Gas, 68¾; Merchants Bank, 100½; Columbian Bank, 100½; Webster Bank, 103½; North Bank, 99½; Maverick Bank, 93½; Boston Bank, 68; Atlantic Bank, 94¼; Atlas Bank, 101¼; Suffolk Bank, 147; State Bank, 70¾; North Bank, 98¾; Market Bank, 72½; Cambridge Market Bank, 100¼; Revere Bank, 104¾; National, 95; Howard, 99; Am. Ins. Co., 190; Boston Ins. Co., 135; Suffolk Ins. Co., 82; Equitable Ins. Co., 91; Dorchester 82; Neptune, 180; Mercantile Marine, 150; National, 44; Prescott, 98¼; Acton Mining Co., 4½; Algomah, 2; Allouez, 8;

Albany and Boston, 10; Bedford, 2; Black River, 52c.; Boston, 5½; Bay State, 19½; Copper Falls, 27¾; Canada, 27½; Columbian, 8; Dana, 27½; Dudley, 4¼; Eagle River, 8½; Great Western, 4½; Green Mountain, 5¼; Hancock, 12; Hanover, 5¾; Huron, 38½; Humboldt, 5; Hampton Mining and Smelting Co., 8; Hamilton, 3; Hungarian 3½; Manhattan, 6¼; Mandan, 3¾; Madison, 6¾; Mesnard, 12¾; North Western, 12½; North Cliff, 5¼; New England, 2½; Ottawa, 43c.; Phoenix, 25½; Pontiac, 6¾; Star, 12½; Superior, 9½; South Side, 4¾; Tremont, 5; Union Lead, 50c.; Waterloo, 1½; Winthrop, 7; Wickham 82½c.

**Baltimore.**—Central Ohio Income bonds, 32½; City Passenger R. R., 18; Santa Clara Mining Co., 7; Springfield, 2.55; Merchants' Bank, 109; Citizens Bank, 11½; Union Bank, 70. The latest quotations are: Washington Branch, 127; Balt. and Ohio, 103½@104; do., 6s, 1867, 102½; do., 1875, 105½; do., 1880, 105½@106; do., 1885, 107½@107¾; Northern Central, 45@45½; do., bonds, 1885, 101¾@101½; N. W. Va., 8@10; do., 1st mort., 103½@105; do., 2d mort., 102; do., 3d mort., 20@26; do., guar., 101@102; Central Ohio 2d mort., 104@106; do., 3d mort., 75; do., 4th mort., 46@48; do., income 1857-'60, 30@33; Western Md. bonds, 80; do., guar., 105; Maryland 6s, coupon, 1870, 108@112; do., Ins., 111½; do., 1890, 113; Baltimore 6s, 1870, 104; do., 1873, 108½; do., 1875, 108@109; do., 1886, 108; do., 1890, 109½; do., coupon, 109; do., 5s, 1838-'70, 92@95; City Passenger R. R., 17½@17¾; South Carolina 6s, 55; Canton Co., 38@40; Deep River, .10; Gardner, 1.00; Guilford, .25@.40; Maryland, .85@.96; North State, .10@.15; Rudisell, .70; Silver Valley, .10; Springfield, 2.55@2.60; George's Creek, 60½@70; Santa Clara, 6½@6¾.

#### Chicago and Rock Island Railroad.

The recent advance in the market value of the securities of this road, instead of being due to speculation, only keeps pace with their real value. There is no road in the country in position to share so largely in the wonderful development of our resources which is now taking place. Within three years the whole aspect of the west has been changed by the gold discoveries in the interior of the continent. A great State, far excelling California in mineral wealth, is growing up upon the eastern slope of the Rocky Mountains. Colorado the past year produced \$18,000,000 in gold. The yield the present year will be \$25,000,000. Idaho, lying to the north, will produce at least on half as much. Not including Nevada, the yield from these newly discovered gold fields, the present year, will equal nearly \$40,000,000. These fields bear the same geographical relation to the western states, that those of California and Nevada do to the Pacific Ocean. The former are peopled and fed directly from the west. A vast commerce has already developed itself, the value of which in both directions, the present year, will be more than \$50,000,000. The emigration to them will number 50,000 souls. Every year will enormously swell these aggregates. The new traffic created already exceeds the capacity of any one line of railroad.

Such being the fact, about which there is no difference of opinion, there is every reason why the lines of railroad upon which this traffic is to fall should increase immensely in value. For the

great line from the Missouri to the Pacific Ocean, Congress has made the most liberal provisions, and the work upon it is being vigorously pushed at each end. The complement of this line from the Missouri to Chicago, is the Mississippi and Missouri, and the Rock Island roads. This link is already filled from Lake Michigan to the central portion of Iowa. Within the coming year, it will be complete to Omaha, the point which has been established by the President of the United States as the eastern terminus of the Pacific Railroad.

The Rock Island will then be the most productive link in the great Continental line. It has entered into permanent arrangements with the Mississippi and Missouri Railroad which secures to it all the traffic of the former. It is this connection which has, the present year, so largely increased the earnings of the Rock Island road.

Such is the present and prospective position of this work. It earned last year 27 per cent upon its capital. For the present year it is earning at the rate of \$2,200,000 on a capital of \$5,600,000 in stock, and \$1,379,000 in Bonds, making an aggregate of \$7,000,000. This may be reduced to \$620,000 by cash assets in the hands of the company. It will earn the present year about \$1,100,000 net \$1,000,000 of which will be applicable to the stock.

It will earn a much larger sum the coming year. Already it has become a great highway to the Rocky Mountains. Every month will increase this traffic. If it was a productive work upon its local business, what must it become with the vast increase in store for it? Its securities, with its present earnings, ought to be worth as much as the Cleveland, Columbus and Cincinnati. With the future before it, their value certainly cannot be excelled by that of any railroad in this or any other country. By any proper standard they are still low, and the public will so regard them, so soon as their real merit is understood.

#### The Reservoir Mercury Gauge.

In another part of the JOURNAL will be found an advertisement of a mercurial gauge for stationary, marine and locomotive engines, invented and patented by P. S. Justice, the result of his own convictions that some such gauge had become a necessity, as well as of long and careful study. One of the very first and most important questions to be solved by the practical engineer in charge of a steam Engine is, what is the actual pressure of the steam in his boiler; for on the knowledge of this fact depends the safety of those he is driving along, whether in the railway train, or in the steamer, and of those who may be employed about him in the factory or machine shop.

It is also a necessity in the skillful management of his engine, because there is also an intimate relation between the pressure in the boiler, and the effective working power of his engine. To ascertain this with certainty is the object of the steam gauge. The most common form has been that of the siphon tube, bent like the letter U, the mercury being pressed down in the leg communicating with the boiler, and causing it to rise in the other, in which a rod floats and indicates the height on a graduated brass scale, showing the difference of the level between the two legs; an inch of rise in each being equivalent to two inches, or a pound of pressure.

Bourdon's gauge or Ashcraft's as it is called in

England is on the principle of a coiled elliptical metal tube bent as a ring which contracts or expands its circumference according to the pressure, its end being pointed and acting as an index. Another invented by Mr. Shank obtains the amount of pressure by the compression of a bulb. There are also gauges which are elastic springs and of various forms. Still there was room for a better one than any of these, and it is claimed for Mr. Justice that he has hit upon the right one. Before describing it in detail, we may remark, that the principle is that of introducing mercury into a small flat cylindrical chamber, whose area is large in proportion to the diameter of the column of mercury which rests upon it, the rise or fall of which is seen on an adjoining scale connected with it. The movement of the plunger which fits in this chamber drives the mercury up its tube, and such are the relative proportions of the surface of the mercury in the chamber to the thread which is forced up the tube by the plunger, that the scale is a very extended one, the smallest rise in the chamber is multiplied in a large ratio in the tube, and a very small quantity of the mercury is sufficient for the purpose. These gauges are said to be very accurate and successfully used on the locomotives of the Erie and Reading Railroads, and several steamers, while in many factories and machine shops they are very much preferred to all other kinds. Our readers by looking at the following cut and reading the description will readily form an opinion of this new pressure gauge. The cut represents a vertical section, and presents square lines and curves to the eye, which in the gauge itself are parts of cylinders, and circles, and are more readily understood.

A is a brass cup containing the iron disc B, which is recessed on its lower side to form the mercury chamber *a*."

C, is a double-headed piston or plunger, with its upper and larger head covered by gum diaphragm *b*, and receiving the pressure of the mercury in chamber *a*, and into which it passes when the pressure is applied on the head of the piston *f*."

D, is a cap screwing into the cup A, and impinging on an iron disc or mercury chamber B, and the gum diaphragm *b*, thus being a perfectly tight joint at its point of contact *d*, and preventing any escape of mercury into the lower part of the cup A.

E, is a jam-nut with an orifice (for the steam) which presses against a perforated button or ring *g*, which in turn impinges on gum diaphragm *c*, making an air and steam tight joint at point of contact.

*f*, is the lower and smaller head of the piston, which receives the steam pressure, and in its upward motion forces the mercury in chamber *a*, through the small perforated aperture in the centre of disc B, immediately over which is the glass tube G, into which it rises to the point indicated by the register.

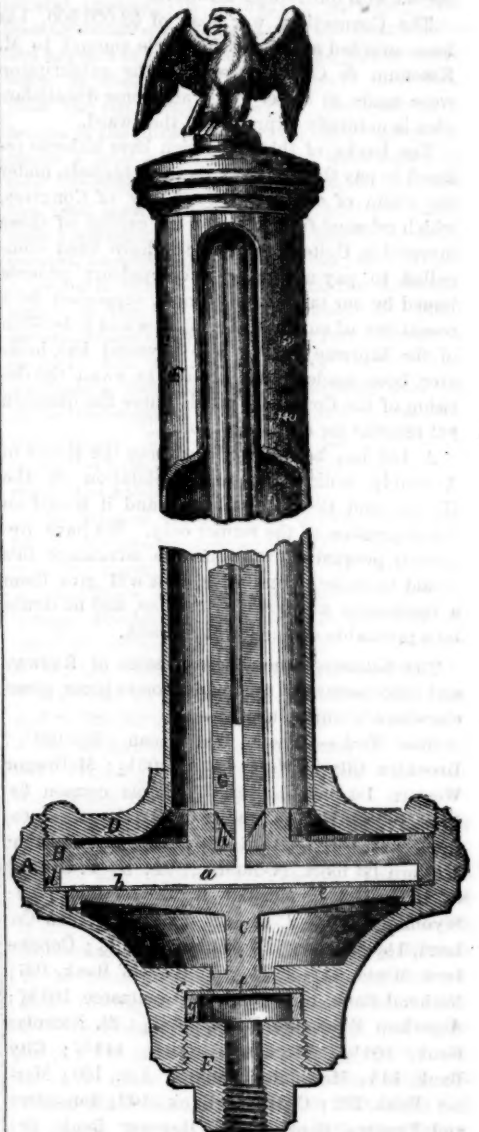
*h*, is a gum ring or cushion to receive the conical end of the glass tube G, which is firmly pressed upon it by screwing on the top cap of the brass tube F.

Having personally inspected this gauge we recommend it to the attention of managers of Railroads, Manufactories, Blast Furnaces and Machine shops, as possessing the following advantages:

1st. It is the only practical Gauge for Locomotives,

Stationary or Marine Engines, which is not liable to register falsely by constant use; being *always true*, under any conditions of temperature existing between the Tropics and the Poles, and having great compactness in form.

2d. It is a *plain mercury column* (open to the atmosphere) operated upon by the movement of a double headed piston or plunger beneath it; the lower or small head of the piston (with an area varying from one-tenth to one-hundredth part of the area of the upper head) receives the steam pressure; whilst the upper or larger head of the piston receives the mercurial pressure as shown in the annexed cut; this arrangement permits the



use of short columns of mercury in registering high pressures.

3. Having no Metal Springs, Tubes nor Corrugated plates to corrode, granulate or break, it is not liable to any of the accidents which constantly attend other gauges employing these uncertain and perishable mediums; the only part liable to breakage being the glass tube, which however is securely cased in brass and can be duplicated to any extent (at a slight cost) without affecting the registry or accuracy of the gauge.

4. Should any part of this gauge be broken by



accident, or by being tampered with, the mercury immediately sinks into the reservoir and thus indicates that it has ceased to register; whilst with all other gauges employing Springs, Tubes or Corrugated Plates, the registry may be apparently truthful for months after they have really ceased to be correct; thus the Engineer is often thrown off his guard at the time when he has most need of a monitor to warn him of his danger.

These Guages are manufactured solely by Philip S. Justice, by whom the fullest information will at all times be readily furnished at his offices, 42 Cliff street, New York, and 14 North Fifth street, Philadelphia.

#### The Knickerbocker Life Insurance Co.

We present to our readers in this issue, the card of the Knickerbocker Life Insurance Company of New York. This institution is now in the front rank of American life corporations, and for safety, reliability, and the most liberal treatment of policy holders, its reputation is beyond reproach. The steady growth, and permanent prosperity evinced in its yearly statements warrant us in saying, that the confidence manifested by the public has been fully merited. The management are from among our best and most successful business men, and are well-known in the community for their honorable dealings and unimpeachable integrity. Life insurance is of itself a great benevolent scheme, and as a system deserves unlimited support. The only question is as to companies, and we can heartily commend to our readers the Knickerbocker, as one in which they can have implicit confidence. The office is at 161 Broadway.

#### Negotiability of Railroad Bonds.

There ought not to be any question that the bonds of railroad or other corporations, payable to a specified person, or his assigns, are subject to the same rules as bills of exchange or promissory notes, in respect to their negotiability free from any claims of the corporation against the person named in the bond.

But the Supreme Court of Maine having lately decided that bonds are not thus negotiable, we are glad to notice a recent case in the New York Court of Appeals, (Brainerd against the New York and Harlem Railroad Company,) in which a contrary decision was made. In this case, several bonds had been made under seal, payable to G. L. Schuyler or his assigns, and transferred by his assignment in blank.

The Harlem Railroad Company sought to set off their claims against Schuyler in this action, and not being allowed to do so, appealed. The following opinion was delivered by

DENIS, CH. J, who, after disposing of some questions of fact, said:

The questions of law which the appeal presents, are whether the instruments are commercial paper so as to be negotiable, and whether they were legally negotiated by delivery under the blank assignment.

These might have been very grave questions in this State a few years ago. But they have been settled against the defendant in this state by a series of decisions which it is impossible at this day to depart from.

In The State of Illinois *vs. Delafeld*, (8 Paige, 527,) and the same case on appeal in the Court

for the Correction of Errors, (2 Hill, 159,) it was held that the bonds of the State of Illinois executed under the seal of that State, were negotiable securities in such a sense as that a purchaser would acquire a title superior to that of the party to whom they were originally issued, and an injunction against transferring them was granted by the Court of Chancery, and sustained by that Court and the Court of Errors on that precise ground. These cases were referred to with approval in this Court in The Mechanics' Bank of New York *vs. The New York and New Haven Railroad Company*, (8 Kern., 599, 626.) The Bank of Rome *vs. the Village of Rome*, was an action brought on certain bonds issued under the defendants' corporate seal, and they were held to be negotiable; and a defence sought to be set up against the plaintiff who was a *bona fide* holder was excluded, though it would have been available against the original party, (19 N. Y., 20.)

The instruments in question in the cases cited were not it is true the bonds of a railroad corporation, but they were under the corporate seal of the maker. No distinction can be made between such corporations and those which are created for governmental or municipal purposes. The point of objection when it is sought to bring such securities within the law of commercial paper is, that being under seal they are deeds, and commercial instruments are simple contracts. But when such obligations are issued to secure the payment of money upon time, and contain on their face an expression showing that they are expected to pass from one person to another, and thus to perform the office of bills and notes, or of money, as the words "bearer," or "assigns," or "the holder," or like the courts of this country with a single exception, and those of this State without any exception, have concurred in attaching to them the attributes of commercial paper. The case of *White vs. the Vermont and Massachusetts R. R. Co.* (21 How. U. S., 575,) was an action to recover on a bond issued by a railroad corporation, the payee's or obligee's name being left blank. It was held that the instrument was negotiable, and that the plaintiff to whom it had been transferred might insert his own name in the blank. The exceptional case which has been alluded to is *Diamond vs. Lawrence County*, (37 Penn. 351.) The Court held that a bond like the one before us, except that it was payable to bearer, was not negotiable; but the learned judge who delivered the opinion of the Court admitted in express terms, that all the courts, American and English were against him. Whether this admission was not too broad as respects some of the English tribunals may be questioned; but as we feel bound to follow the judgment of the courts of this State, it will not be useful to criticise the cases which have been adjudged elsewhere.

Having come to the conclusion that the instruments are negotiable paper in the nature of promissory notes, it follows inevitably that the blank assignment signed by the payee was a sufficient transfer of them, and that the plaintiff was entitled to insert his own name in the blank, (*Van Duzer vs. Howe*, 21 N. Y. 531; *Edwards on Bills*, 275;) and also that the defendant could not be allowed a set off against the payee without establishing that the plaintiff was not a *bona fide* holder. The result is that the judgment of the Supreme Court must be affirmed.

All the judges concurred in this opinion.

#### Commerce of Brazil.

The following is a Statement of the Commerce of the United States of America with the Empire of Brazil from 1821 to 1861:

Exports from the U. S.		Imports into	
Domestic.	Foreign.	Total.	United S'ts.
1821. \$885,348	\$496,412	\$1,381,760	\$605,126
1822. 1,817,411	246,518	1,468,929	1,486,567
1823. 1,062,209	279,181	1,341,290	1,214,810
1824. 1,699,754	602,150	2,301,904	2,076,119
1825. 1,641,296	752,458	2,393,754	2,156,707
1826. 1,597,344	608,005	2,205,349	2,156,878
1827. 1,486,433	377,873	1,863,808	2,060,971
1828. 1,505,779	482,986	1,988,715	3,097,752
1829. 1,510,260	419,667	1,929,927	2,585,467
1830. 1,600,999	242,239	1,843,238	2,491,460
1831. 1,652,193	423,902	2,076,095	2,275,829
1832. 1,232,077	322,717	2,054,794	3,890,815
1833. 2,474,655	797,546	3,272,101	5,089,698
1834. 1,586,097	473,254	2,059,351	4,729,969
1835. 1,810,791	797,865	2,608,656	5,674,466
1836. 1,732,741	1,362,195	3,094,936	7,210,190
1837. 1,801,217	441,992	1,743,209	4,991,983
1838. 2,094,957	562,237	2,657,194	3,191,238
1839. 2,133,997	508,488	2,642,485	5,292,955
1840. 2,145,863	360,711	2,506,574	4,927,296
1841. 2,941,991	575,282	3,517,273	6,802,653
1842. 2,225,571	375,981	2,601,552	5,948,814
1843. 1,568,584	223,704	1,792,288	3,947,658
1844. 2,409,418	468,884	2,878,252	6,883,806
1845. 2,413,567	424,388	2,837,950	6,084,599
1846. 2,754,012	389,383	3,143,395	7,441,803
1847. 2,566,938	376,840	2,943,778	7,096,160
1848. 3,092,736	279,698	3,372,434	7,992,648
1849. 2,838,380	264,597	3,102,977	8,494,368
1850. 2,728,768	473,347	3,197,114	9,324,429
1851. 3,128,956	623,960	3,752,916	11,625,804
1852. 2,782,179	238,863	3,021,042	12,230,289
1853. 3,724,190	260,254	3,984,444	14,817,961
1854. 4,046,857	192,384	4,239,241	14,110,387
1855. 3,973,219	288,054	4,261,273	15,218,925
1856. 4,858,122	236,779	5,094,904	19,262,657
1857. 5,268,166	277,041	5,545,207	21,460,783
1858. 4,735,834	218,872	4,954,706	16,952,386
1859. 5,929,004	327,976	6,256,976	22,439,842
1860. 5,945,235	385,020	6,330,255	21,214,808

#### Annual Average of Decennial Periods and 1861.

1821 '30.	\$1,420,633	\$450,193	\$1,870,827	\$1,978,965
1831 '40.	1,816,449	654,590	2,471,039	4,737,446
1841 '50.	2,563,496	379,199	2,942,696	6,951,694
1851 '60.	4,439,176	299,920	4,739,096	16,922,329
1861....	4,787,702	224,466	5,012,168	30,809,694

#### Atlantic and Great Western Railway.

At a meeting of the stockholders of the Atlantic and Great Western Railway of Pennsylvania, held at their office in Meadville, on the 11th inst., the following directors were chosen:

Wm. Reynolds, President; Gaylord Church, Jas. J. Shryock, Marvin Kent, John Dick, T. W. Kennard, John McFarland, O. Hastings, G. A. Bittenbanner, J. H. R. Rose, C. E. Blakesley, A. W. Mumford, Samuel Wann.

At a subsequent meeting of the Board, T. W. Kennard was appointed Vice President, and Wm. Thorp, Secretary and Treasurer.

#### Oil Creek Railroad.

At the annual meeting of the stockholders of this company held at Warren, Pa., on the 11th inst., the following directors were chosen:

President, I. Struthers; Directors, Orris Hall B. J. Wells, Boon Mead, Myron Waters, James H. Eddy, C. C. Wetmore, J. S. Allen, L. Olney, Jr., E. Cowan, G. V. N. Yeates, and H. A. Kent, Secretary and Treasurer, John F. McPherson.

The business on the 27 miles from Corry to Titusville for the 14 months ending December 31st, 1863, is represented as follows:

There was carried over the road since November 1st, 1862, 430,684 bbls. oil, 459,424 empty bbls., 22,727 tons of merchandise, and other

freights, and 59,987 passengers. Total receipts, including mail, telegraph and express business, \$384,705 18.

A dividend of 25 per cent was declared to Jan. 1st, 1864.

#### Banks of the United States.

The following is a condensed statement of the banks of the United States near January, 1863:

	Total	9 N. W. States	6 Eastern States	6 Middle States	6 Southern States	Do. S. W. States	Do. N. W. States	No. of Banks	Capital	Deposits	Loans	Specie	Circulation	Stocks
Jan. 1863	1,406	1,406	607	491	147	114	207	607	\$126,819,972	\$66,731,741	\$216,841,927	\$12,826,867	\$65,516,155	\$8,019,937
Do. 1862	1,406	1,406	607	491	147	114	207	607	\$126,819,972	\$66,731,741	\$216,841,927	\$12,826,867	\$65,516,155	\$8,019,937
Do. 1861	1,406	1,406	607	491	147	114	207	607	\$126,819,972	\$66,731,741	\$216,841,927	\$12,826,867	\$65,516,155	\$8,019,937
Do. 1860	1,406	1,406	607	491	147	114	207	607	\$126,819,972	\$66,731,741	\$216,841,927	\$12,826,867	\$65,516,155	\$8,019,937
Do. 1859	1,406	1,406	607	491	147	114	207	607	\$126,819,972	\$66,731,741	\$216,841,927	\$12,826,867	\$65,516,155	\$8,019,937
Do. 1858	1,406	1,406	607	491	147	114	207	607	\$126,819,972	\$66,731,741	\$216,841,927	\$12,826,867	\$65,516,155	\$8,019,937
Do. 1857	1,406	1,406	607	491	147	114	207	607	\$126,819,972	\$66,731,741	\$216,841,927	\$12,826,867	\$65,516,155	\$8,019,937
Do. 1856	1,406	1,406	607	491	147	114	207	607	\$126,819,972	\$66,731,741	\$216,841,927	\$12,826,867	\$65,516,155	\$8,019,937
Do. 1855	1,406	1,406	607	491	147	114	207	607	\$126,819,972	\$66,731,741	\$216,841,927	\$12,826,867	\$65,516,155	\$8,019,937
Do. 1854	1,406	1,406	607	491	147	114	207	607	\$126,819,972	\$66,731,741	\$216,841,927	\$12,826,867	\$65,516,155	\$8,019,937
Do. 1853	1,406	1,406	607	491	147	114	207	607	\$126,819,972	\$66,731,741	\$216,841,927	\$12,826,867	\$65,516,155	\$8,019,937
Do. 1852	1,406	1,406	607	491	147	114	207	607	\$126,819,972	\$66,731,741	\$216,841,927	\$12,826,867	\$65,516,155	\$8,019,937
Do. 1851	1,406	1,406	607	491	147	114	207	607	\$126,819,972	\$66,731,741	\$216,841,927	\$12,826,867	\$65,516,155	\$8,019,937

#### Railroad Earnings--Weekly.

The earnings of the Chicago and Northwestern Railroad for the second week in January, 1864, were \$21,316 95. Corresponding week in 1863. 14,390 83.

Increase. 6,926 12

The earnings of the Galena and Chicago Union Railroad for the 3d week in Jan., 1864, have been \$42,716 59. Corresponding week of previous year. 31,379 76.

Increase. \$11,336 83

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of Jan., 1864, were \$60,088 00. Corresponding week of previous year. 50,704 00.

Increase. \$9,384 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in January, 1864, were \$60,042 00. Do., 1863. 37,512 00.

Increase. \$22,530 00

The earnings of the Michigan Central Railroad for the 3d week in Jan., 1864 were \$67,540 00. Corresponding week of previous year. 63,574 00.

Increase. 3,966 00

The earnings of the Cleveland and Toledo Railroad for the 3d week of January, 1864, were \$30,481 00. Same week, 1863. 29,834 00.

Decrease. \$647 00

The earnings of the Grand Trunk Railway for the week ending January 16th, 1864, were:

Passengers. \$21,990 88  
Freight and live stock. 62,080 81  
Mails and sundries. 3,800 00

Total. \$87,821 69  
Corresponding week, 1863. 96,857 53

Decrease. \$9,035 84

The earnings of the Marietta and Cincinnati Railroad for the 3d week in January, 1864, have been \$32,135 24. Corresponding week in 1863. 20,715 53.

#### Southern Wisconsin Railroad.

The extension of this road from Monroe to Dunleith on the Mississippi river, opposite Dubuque, is receiving considerable attention from the people of Milwaukee. It is said that the extension would bring an enormous amount of business to the line. There are two charters for an extension; one authorizing the construction of the road through Shullsburg, New Diggings, Beetown, &c., and the other through Calamine, Platteville, &c. It is claimed that the distance from Monroe to Dunleith, by the Shullsburg route, is 58 1-2 miles, while it is about 87 miles by the Platteville route. This is an argument for the former, as it is desirable to build railroads, now-a-days, on as near an air-line as possible, if the topography of the country will admit of it. This is said to be favorable by the Shullsburg route.

The Milwaukee Wisconsin urges the project with force and earnestness. It says:

These railroad connections are the short sections between the old La Crosse road, near Sparta, to a point opposite Winona, and that between Monroe and Dunleith, opposite Dubuque. Both of these being built, it would give direct railroad communication with the very heart of Minnesota and Iowa, two of the most fertile and promising States in the Northwest.

It particularly urges, for the following reasons, the extension of the South Western railroad from Monroe to Dubuque:

There are gentlemen who desire to perfect arrangements, for the proposed extension, via Shullsburg, New Diggings, &c. The distance is only 58 1/2 miles, which it is necessary to build the road, and the country is favorable for its construction, while the people along the route are ready to do everything in their power, by way of co-operation.

After it is built, the Milwaukee and Prairie du Chien Railway company stand ready to lease and stock it, paying eight per cent upon the cost of construction. With this short section constructed, the connection would be formed with the Dubuque and Pacific railroad, which extends from Dubuque westward, which is already in operation a distance of one hundred miles; and which will eventually form connection at Sioux City, with the great Pacific Railway extending across the continent.

The shipments from the mining regions in the southwestern part of the State have heretofore gone by the Illinois Central, and to show the extent of the trade which exists in those regions, we present the following statement, prepared by

citizens of Lafayette county, men of standing, whose authority is beyond question:

Shipments Eastward from the several stations on the Illinois Central Railroad from Galena to Warren, inclusive, and including shipments from Galena by river, in 1862, and estimated value thereof, viz.:  
Wheat 363,250 bush. at 85 cts. per bu. \$308,762 50  
Oats 1,007,763 " 50 " 503,880 00  
Flour 40,371 bbls at 4.50 per bbl. 182,669 00

\$995,311 50

Returns of the shipments from all of the points included in the above statement, in 1863, could not be procured, but buyers and shippers agree in the opinion that the shipments in 1863 exceeded those in 1862, from 50 to 100 per cent.

Therefore add 50 per cent to the above amount for increase in 1863. 497,665 75

Making total estimated value of those articles shipped in 1863. \$1,492,967 25  
To which add lead 17,000,000 lbs at 8 cents per lb. 1,360,000 00

\$3,752,967 25

To which is still to be added, the value of the bacon, lard, butter, eggs, cattle, and a portion of 12,123,210 lbs. of miscellaneous articles shipped from Galena—making a grand total value of produce of fully four millions of dollars.

We notice also that the Chamber of Commerce of Milwaukee (a most energetic and practical body) has passed the following resolution on the subject:

*Resolved.*—That a committee of five be appointed by the President, to collect and report facts in relation to the feasibility of the construction of a Railroad from Monroe to Dubuque, and the amount of business which it would transact, together with any other information which they may think proper relating to the subject; and that they invite the several committees of the citizens of La Fayette and Grant counties now in the city, and also Mr. B. H. Edgerton who has recently made surveys of said Railroad to appear before them, and present such facts as they think proper.

The following gentlemen were appointed as the committee indicated in the resolution: Messrs. H. T. Thompson, Jackson Hadley, E. H. Brodhead, Geo. W. Allen, J. A. Dutcher.

#### The Hoosac Tunnel.

The Governor of Massachusetts, in his recent annual message, makes the following statements in relation to this great work:

The enterprise of constructing the Hoosac Tunnel is in vigorous progress, under the management of its able and experienced Commissioners. The construction of the road lying east of the mountain, of which the eastern terminus is in Greenfield, is not yet resumed. Certain questions of title, springing from what is called "The Smith Mortgage," seemed to render it improper that the Governor and Council should assume that responsibility in advance of judicial determination. The Attorney General of the Commonwealth was charged with instituting proceedings to bring these questions before the Supreme Judicial Court for adjudication, and I am advised by him that measures are in progress to accomplish that end.

A report has been made by the Commissioners to the Governor and Council, bringing down to the close of the last calendar year an account of their doings and expenditures. This document, with various legal opinions in writing, and the record of the proceedings of the Governor and Council in relation to the railroad and the tunnel, may all be important for consultation, should the Legislature find occasion to consider any matter pertaining to the enterprise, or should any new legislation be invoked concerning it. I think that a Committee of the Legislature ought annually to



examine the progress of the work, the reports made to the Executive Department, and the contracts authorized, so as to understand the general economy of the management. But I do not think that either economy or efficiency requires, or is even consistent with, annually publishing the precise measures planned by the Commissioners. To do so would sometimes be fatal or injurious to their success.

Warrants have been ordered, during the past year, for the payment of \$21,993 40 in liquidation of land damages, and \$153,006 51 in liquidation of claims against H. Haupt & Company for materials, service and labor, which were presented before the Commissioners and allowed by them under the Act of 1862. These amounts represented indebtedness incurred under the former management, all of which, except the land damage claims, ought to have been paid out of means afforded by the scrip of the Commonwealth heretofore issued. These payments are therefore in the nature of a second payment for the same thing.

The progress during the year 1863, is rather in preparation than in construction. But a large force—of about 350 men—is now employed, and the work is fully begun.

The payments from the Treasury on account of the tunnel, for expenditures incident to the business of the last year, and to meet expenses of the year 1862, are \$53,503 06. Of this sum, \$40,000 were placed in the hands of the Commissioners for disbursement, pursuant to the statute of 1863.

The expenditure the tunnel will require during the current year is estimated by the Commissioners at \$300,000.

The original tunnel loan provided for was \$2,000,000. Its unissued balance being \$1,211,000, was by the Act of 1863, chap. 214, appropriated to the execution of the work under the new system of direct State supervision, originating in the Legislature of 1862. To the payments during the past year, already mentioned, there is to be added the interest paid on scrip. The scrip issued in 1863 was \$209,000.

## EAST RIVER STEEL WORKS

AND  
ROLLING MILL.

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### FOR SALE.

500 TONS	38 lbs.	CRAWSHAY'S RAIL	in store.
500 do.	50 lbs.	do.	now due.
300 do.	56 lbs.	do.	now due.
3,000 do.	50 and 56 lbs.	RAIL	to arrive.

**GEO. T. M. DAVIS,**  
Dec. 10, 1863. 2m 47 Exchange Place.

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## JAMES HORNER & CO., MANUFACTURERS OF CAST STEEL AND FILES.

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THE ROLLING MILL belonging to the subscribers, situated at Newark, N. J., with engine of 80 horse power, rolls, &c., &c., all in good order and complete for the manufacture of bar iron or steel. Possession can be given immediately.

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BOOKSELLER, PUBLISHER AND IMPORTER,  
No. 192 Broadway.

VULCAN FILE WORKS.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,  
New York, January 5, 1864.  
Resolved, That the holders and owners of all shares of the stock of this Company, and of all obligations of the Company or provisional certificates authorizing the entry of shares thereof, upon which ninety dollars per share has not been paid, be required to complete the payment of ninety dollars per share thereon prior to or upon the twentieth day of February next, at the office of the Treasurer of this Company, in the City of New York, and that in default of such payment the shares will be sold at public auction, pursuant to Section four of the Charter of the Company.  
By order of the Board.

613 L. A. CATLIN, Secretary.

## Chicago & Great Eastern Railway Company,

FIRST MORTGAGE BONDS,  
FOR \$2,000,000.

SUBSCRIPTION BOOKS OPENED WITH

Messrs. SCHUCHARDT & GEBHARD,  
BANKERS,

No. 21 NASSAU ST., NEW YORK.

THE CHICAGO AND GREAT EASTERN RAILWAY COMPANY now offer for sale ONE MILLION ONE HUNDRED THOUSAND DOLLARS of their FIRST MORTGAGE BONDS, in sums of One Thousand Dollars each, maturing in thirty years, bearing interest at the rate of seven per cent. per annum, payable in the City of New York on the first days of April and October in each year.

These Bonds are secured by a First and only Mortgage on the property, income and franchises of the Railway Company, executed to Frederick Schuchardt and Henry Morgan of the City of New York, Trustees.

The remaining Nine Hundred Thousand Dollars of the Bonds are set apart and remain in the hands of the said Trustees, for the purpose of being exchanged for the indebtedness of the Chicago and Cincinnati Railroad Company, running from La Crosse to Logansport; this effected, the \$2,000,000 will form a First and only Mortgage on a line of road 110 miles in length, extending from Chicago to Logansport, where it connects with the Cincinnati and Chicago Air-Line Railroad, forming the shortest line by 40 miles between Chicago and Cincinnati, and by 36 miles the shortest line between Louisville and Chicago.

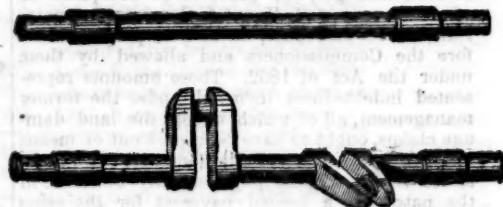
It will also open, in connection with Roads now in operation, entirely new and very direct lines from Chicago to New York, Philadelphia, Baltimore, and all Eastern Cities. The distance between Chicago and New York by this route being shorter than by either of the existing lines via Dunkirk or Buffalo.

The road is now under contract, and the most strenuous efforts are being made to have it open for traffic during the summer of 1864.

The interest on the Bonds maturing during the progress of the work has been provided for, and will remain on deposit with the Bankers of the Company, Messrs. SCHUCHARDT & GEBHARD, No. 21 Nassau st., to whom the Company refer for further particulars, and where subscription books for this loan have been opened.

441 W. D. JUDSON, President.  
Dec. 23, 1863. No. 37 William st., New York

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**CAST STEEL TYRES WITHOUT WELD,**
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**CENTRAL PACIFIC RAILROAD COMPANY OF CALIFORNIA.**—The coupons due Jan. 1, 1864, on the Mortgage Bonds of this Company, will be paid on and after the 1st proximo, in gold coin, less Government tax, at the office of EUGENE KELLY & CO. No. 39 Wall street. 1md21.

**OFFICE OF THE ILLINOIS CENTRAL R. R. CO.,**  
New York, January 5, 1864.  
Resolved, That a dividend of FOUR PER CENT., in cash, free of government tax, upon the Stock and Cancelled Bonds scrip of this Company is declared, payable on the first day of February to the registered holders of stock and scrip at the close of business on the 18th inst. This dividend is in lieu of and in advance of two Coupons in the full-paid stock and by terms of the contract terminates the obligation to pay interest to the full-paid-shareholders.  
Resolved, That the transfer books be closed on the 18th instant, and re-opened on the third day of February.  
By order of the Board.  
412 THOMAS E. WALKER, Treasurer.

**PATENT  
SOLID EMERY WHEELS.**  
THE New York Emery Wheel Company, after a long series of experiments have so perfected the method of manufacture of their improved wheels as to be able in future to fill promptly all orders for wheels in quantities. Our invention is pronounced by all who have used our improved wheel to be superior in every respect to any method heretofore known for combining emery for cutting, grinding or polishing purposes. Our Emery oil stones are superior to the Arkansas stone. Emery hones, knife sharpeners, etc., constantly on hand. Send for circular and price list. Address JOSHUA BARTLETT, Office No. 51 Beekman st., (up-stairs), New York.

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